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RAF FINNINGLEY

Finningley

South Yorkshire



ROYAL COMMISSION ON THE HISTORICAL MONUMENTS OF ENGLAND

HISTORIC BUILDING REPORT

**RAF Finningley
Hayfield Lane
Finningley
South Yorkshire**

December 1996

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THE ROYAL COMMISSION ON THE HISTORICAL MONUMENTS OF ENGLAND

SOUTH YORKSHIRE

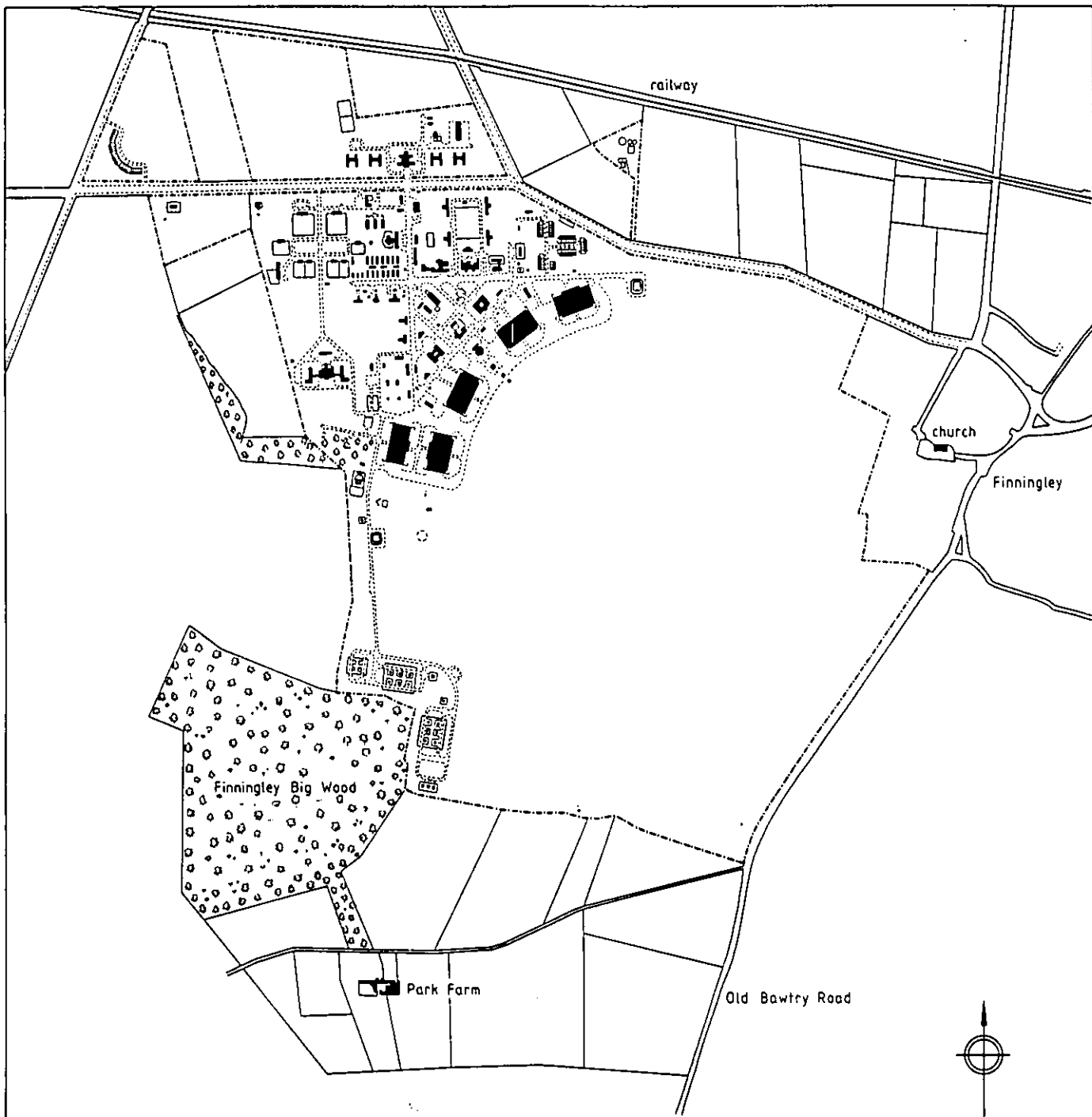
FINNINGLEY

HAYFIELD LANE
RAF FINNINGLEY

NGR: SK 663 985
NBR: 95121

Summary

Excluding married quarters, RAF Finningley occupies an area of some 864 acres and was built in a number of phases between 1936 and 1994. The majority of the older airfield buildings are built to 'standard' Air Ministry Works and Buildings Department designs, constructed in a well-proportioned Neo-Georgian style, typical of the RAF Expansion Schemes of the 1930's. These structures are built of either re-inforced concrete or brick. Fifty-two Type B sectional timber huts were built during the late 1930's, only one of which remains today, Bldg 132:- Carpenters Shop, formerly the Dinghy Store and Bombing Lecture Room. During the Second World War, a variety of structures were added to the site to improve its operational efficiency; these included emergency water supply (EWS) fire pools, air raid shelters, blast shelters, dual-purpose gun posts, a concrete perimeter track with 'frying-pan' aircraft dispersal's, one 1,500 yard and two approx. 1,400 yard asphalt surfaced concrete runways, a two-bay turret trainer, and additional bomb storage capacity. During the mid to late 1950s, substantial work was carried out to up-grade the airfield to operate Avro Vulcan 'V' Bombers. This work included the construction of a new 3,000 yard long runway (02/20), a Type B1 Unit Store (nuclear weapons store), a new Vertical Split air traffic control building (control tower), four aircraft dispersals, a flight simulator building, and an operations & briefing block. Since 1970 the airfield's primary role has been one of training, and there have therefore been few major changes to the site since that date, with the exception of the construction of the Air Electronics, Engineer and Loadmaster School (AEE&LS), and the Air Navigation School.



PHASE I: 1937-39

RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

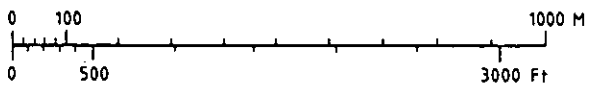
NGR: SK 663 985

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Drawn by A. T. Adams



History

Pre-War 1936-39

Subsequent to the ending of the First World War, a principle was established that another major war would not be anticipated for at least ten years. This politically motivated principle was frequently repeated to curtail service spending and became established as the 'Ten Year Rule'. In view of what was happening in Germany, the Cabinet finally abolished the rule on March 23rd 1932, opening the way for re-armament.

The RAF was to be expanded by a series of sequenced schemes, the first of which came into force in 1934. During 1935, the British Government's worst fears over German re-armament were confirmed, when the secretly established Luftwaffe was revealed to the world. But what was more disturbing was the knowledge that it was almost as large as the RAF and was equipped with modern high performance aircraft.

With all of these events as a background, a government purchasing commission was dispatched to Finningley, where they bought 433 acres of land at a cost of £26 15s 3d per acre. The site chosen was near to Bancroft Farm, where Avro 504 Home Defence fighters of 33 Squadron had operated in 1918.

Construction work was sufficiently advanced by August 31st 1936 for the first aircraft, a Handley Page Heyford of 102 Squadron, to land on the recently prepared grass landing ground. Three days later RAF Finningley officially opened under the auspices of Number 3 Group Bomber Command. During the early days, two Squadrons operated from the airfield No. 7 and 102. As the momentum of the Expansion Schemes increased in 1937, the 'B' Flights of Finningley's two Squadrons were hived off to form the core of two new Squadrons, No.s 76 and 77. With this metamorphosis having been completed, No.s 102 and 77 Squadrons then departed for RAF Honington.

In July 1937, Finningley came under the control of No. 4 Group, as No. 7 Squadron was to be re-equipped with Armstrong Whitworth Whitley bombers. The control of the station changed again in April 1939 when it was transferred to No. 5 Group, and the Whitleys were exchanged for Handley Page Hampdens and Avro Ansons. Shortly afterwards, the two squadrons were given the title of No. 5 Group Pool, and were given the role of operational training for Volunteer Reserve and new Hampden crews.

The Second World War 1939-45

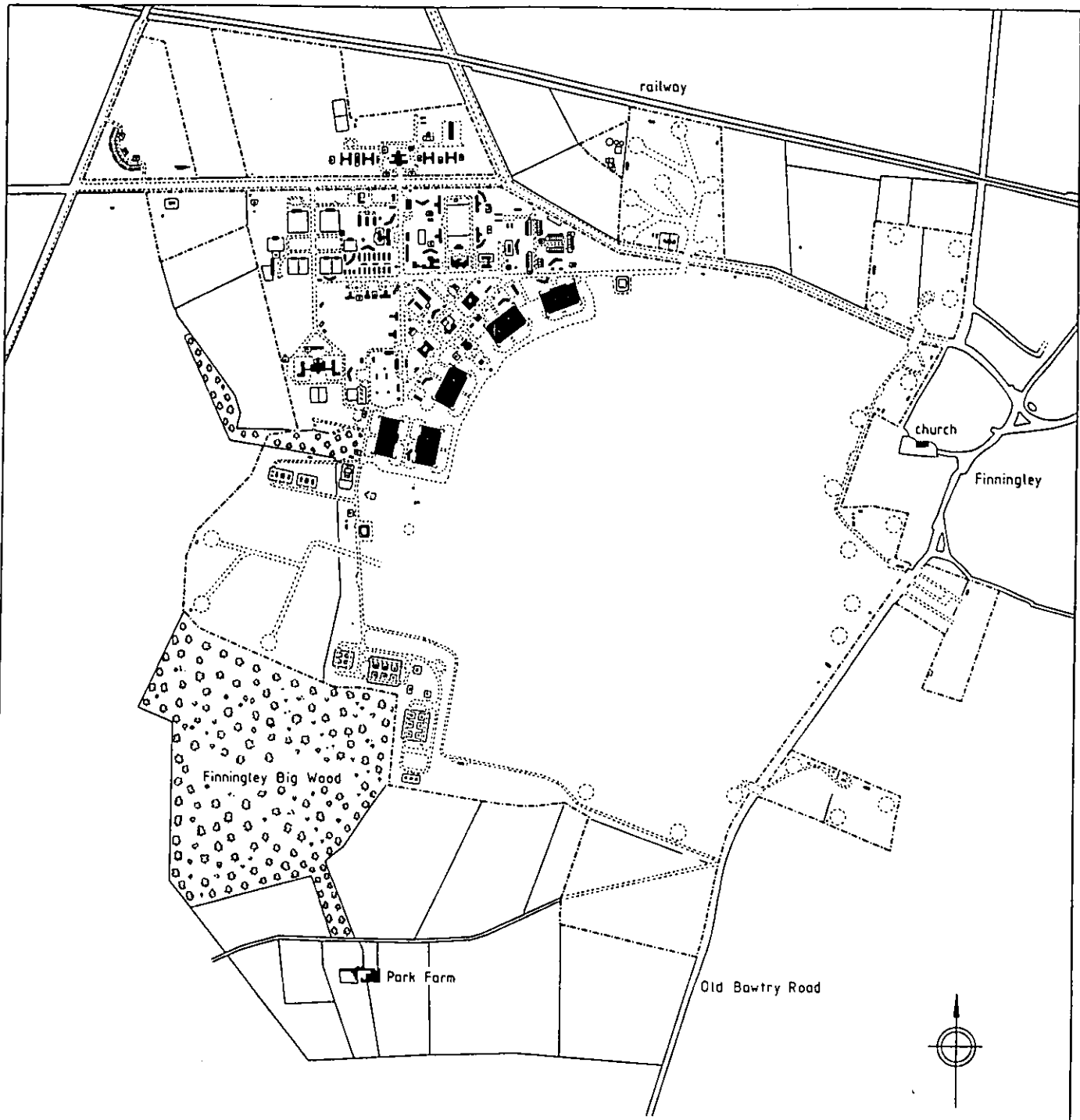
At the outbreak of the Second World War, RAF Finningley was equipped with a total of twenty-eight Handley Page Hampden bombers, fifteen Avro Anson trainers and one Miles Magister, split between its two squadrons. Both units moved to Upper Heyford during late September and were replaced by No. 106 Squadron in the training role. No. 106 Squadron continued operating in this role until September the following year, when it became an operational minelaying unit.

During January 1941, RAF Finningley acquired an additional role with the establishment of No. 7 Blind Approach Training (BAT) Flight, later to become No. 1507 BAT Flight. Initially this unit was equipped with Bristol Blenheims and Avro Ansons but as time progressed, Airspeed Oxfords and Handley Page Hampdens replaced these. The BAT Flight's function was to provide pilots with the necessary training to use the Lorenz/Standard Beam Approach (SBA) equipment, to permit aircraft to land in darkness or in poor visibility.

The Passive Air Defence (PAD) had been considered as an essential part of the design of the Expansion Period buildings. The provision of blast reducing 'protected roofs' behind parapets had been applied to the majority of the structures. Integral blast-proof air raid shelters were built beneath the barrack blocks and a Gas Decontamination Centre (Bldg 56) was built together with a gas proof annex to the Sick Quarters (Bldg 58). The PAD provision was further supplemented during the Second World War by seven fire pools, thirty three brick-walled, open, blast shelters conforming to drawing no. 2360/41, fifteen 'V' plan covered trench shelters and twenty-four brick-built surface air raid shelters conforming to a variety of designs. To reduce the risk of attack further, the majority of buildings were painted with a dark earth and green 'temperate' camouflage scheme, and the landing ground was disguised by the painting of false hedgelines.

In addition to the 'passive' measures on the station, two 'Q' type-bombing decoys also protected RAF Finningley. These decoys were erected near Owston Ferry (15a) and Armthorpe (15b) and were intended to draw off enemy night-bombers by displaying electrical lighting to represent the airfield's flarepath and obstruction lights. 'Active' defence was provided by at least five open double chambered, rectangular plan, concrete-lined gun pits, together with a large number of sandbag weapon pits. Today, only one of the concrete gun pits remains extant.

Such preparations were to prove their worth on five separate occasions during 1941. A total of seventeen bombs were dropped on February 10th causing damage to one aircraft. The next unwelcome visit occurred on February 19th; of the eight bombs delivered only one detonated, destroying a hut near No. 2 Hangar. Nevertheless, this raid did cause severe disruption to airfield activity due to the presence of the unexploded bombs, particularly the one, which was lodged in No. 2 Hangar.



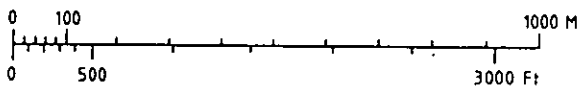
PHASE II: 1942

RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

NGR: SK 663 985 NBR No: 95121

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Drawn by A.T. Adams



The Luftwaffe returned during the second week of March, dropping two landmines, which narrowly missed the 32,000-gallon bulk petrol installation south of Hangars 4 & 5. Two further attacks were carried out during May; the first involved a single aircraft that dropped three bombs damaging an Avro Anson, one of the hangars and a married quarter. The second attack was not directly aimed at the airfield, as it involved an attack by a Messerschmitt 110 'intruder' against two aircraft that were in the circuit.

RAF Finningley lost its operational role during February 1941 when No.106 Squadron was transferred to RAF Coningsby, leaving one flight behind to form the basis of No. 25 Operational Training Unit (OTU). The OTU became operational on March 1st, 1941, being equipped with Handley Page Hampdens and later in March, with the first Vickers Wellington Mk1c. From April to November, the unit was also equipped with six of the notorious Handley Page Herefords. Another troublesome aircraft appeared on the inventory during May 1941 in the form of the Avro Manchester, with its unreliable Rolls Royce Vulture engines.

As the Operational Training Unit's activities increased, it quickly became evident that RAF Finningley was unable to support the volume of flying required. To relieve the pressure, a satellite airfield was opened in June 1941 at RAF Balderton, Nottinghamshire. However, its use by the OTU was short lived and it transferred to RAF Bircotes, near Bawtry, Nottinghamshire during November.

By April 1942, the well-worn Hampdens and the unpopular Manchesters were phased out of service and replaced by Vickers Wellington Mk1c's. Training activities were interrupted on May 25th when orders were received to bring the Wellington aircraft up to operational status. Five days later, thirty Wellington bombers from RAF Finningley departed for Cologne, to take part in the first Thousand-Bomber Raid. Two evenings later, on June 1st, twenty-nine No. 25 OTU Wellingtons participated in a further Thousand Bomber Raid, this time directed against Essen.

Bombing missions continued to be a facet of No. 25 OTU's activities throughout the summer of 1942, including night raids against Dusseldorf and Bremen. However, the principal role of preparing newly qualified aircrew for operational squadron duties remained paramount.

As the winter months approached, the OTU's heavy usage of the grass landing ground and the varying hardstandings was beginning to take its toll. As a result, it was decided in November 1942 that No. 25 OTU would cease operations at RAF Finningley on New Year's Eve, to facilitate the repairs. In actual fact, No. 25 OTU did not finally leave until late January 1943 and the station was finally reduced to Care and Maintenance on February 1st, 1943.

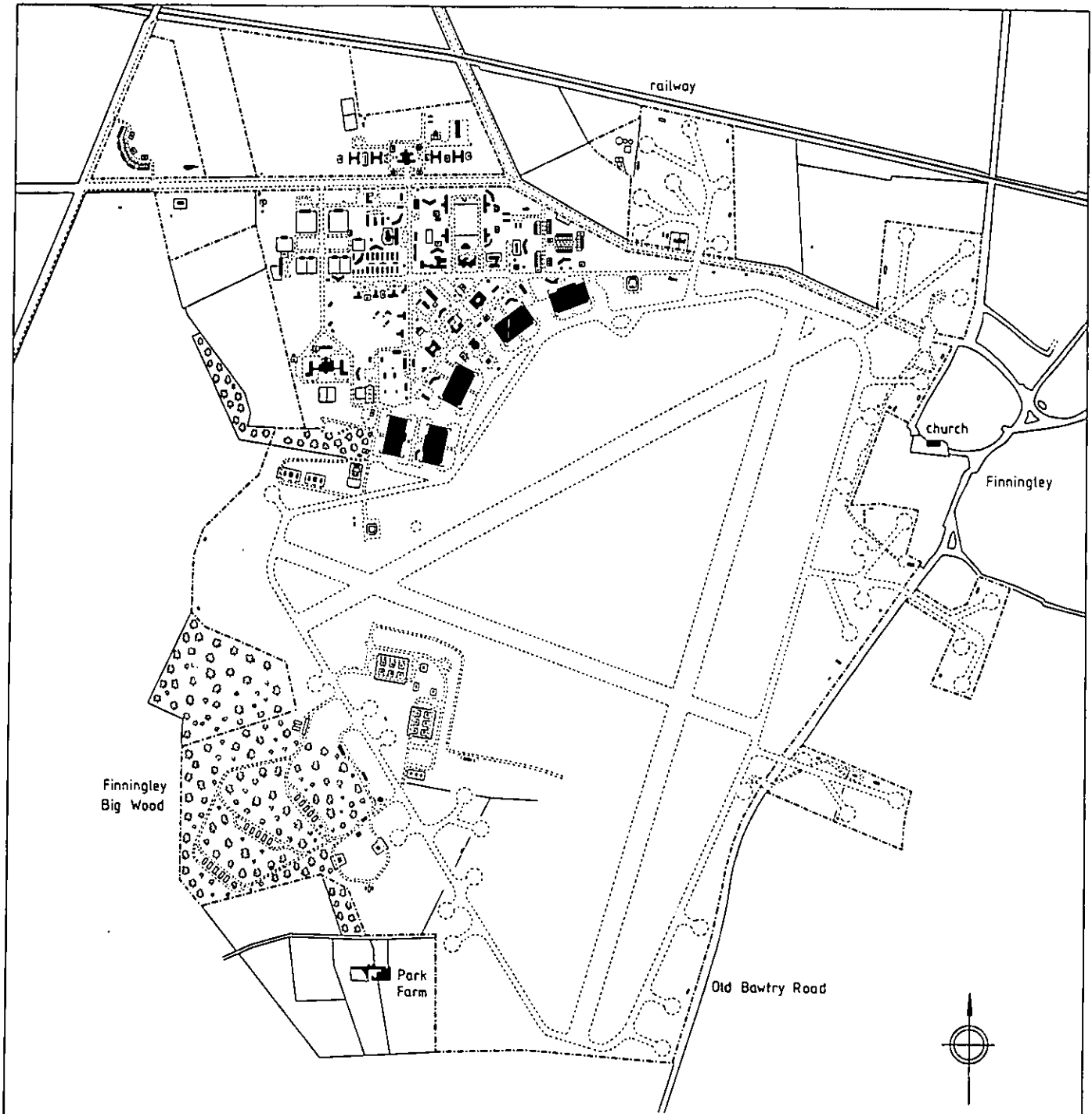
The Care and Maintenance status given to RAF Finningley was nominal, and flying barely ceased throughout the two-month reconstruction period. Elements of No. 1 Group Communications Flight and the joint Polish/RAF No. 18 Operational Training Unit began arriving from January 26, 1943. A further change in the units at Finningley occurred a short time later, with the departure of 1507 Blind Approach Training Flight on March 13th, and the arrival of the Airspeed Oxfords of 1521 BAT Flight on March 15th. This particular flurry of unit changes came to an end three days later when No. 18 OTU finally took full charge of the station, appropriately enough on the 18th March 1943.

No. 18 OTU was predominantly equipped with Vickers Wellington bombers of different marks, but it also used a variety of other aircraft including the Hawker Hurricane, Westland Lysander, Boulton Paul Defiant, Miles Martinet, Miles Master, Airspeed Oxford and the de Havilland Tiger Moth. By July 1943, the OUT's establishment consisted of fifty-four Wellingtons and four target tugs.

One aspect of No. 18 OUT's activity that differed from its predecessor, was that the dropping of leaflets over enemy held territory was formalised as the final part of the training course. These sorties were codenamed 'Nickel', combining a navigation exercise over occupied France and the dropping of propaganda leaflets. No. 18 OUT's aircraft incursions into enemy airspace were not always so innocuous. On September 30th, nine of the OUT's Wellington bombers were involved in a bombing raid against an ammunition store near Boulogne, as a part of *Operation Starkey*, the false invasion preparations against the Pas de Calais.

By the autumn of 1943, the serviceability of both RAF Finningley and its satellite RAF Bircotes was becoming a problem. This was chiefly due to excessive use and wet weather. The only answer was to close RAF Finningley in order that concrete runways could be laid. In the meantime, a new satellite for Finningley was being built at Scofton near Worksop, Nottinghamshire. No. 18 OTU completed their transfer to a still incomplete RAF Worksop on November 15th, thus enabling the closure of the parent station.

With the airfield closed to flying, construction work finally got underway on three new tarmac-coated concrete runways and a perimeter track. The runways were laid out in a triangular arrangement basically conforming to the Class 'A' Standard. The main runway 03/21 was 2000 yards long by 50 yards wide, and the perimeter track had a width of 50 feet. There were some minor departures from the Class 'A' Standard in that runway 12/30 was shorter than the usual minimum of 1400 yards, and, due to the proximity of pre-existing aircraft dispersals and public roads, it was not possible to clear the standard 100 yard overshoots at the easternmost ends of the two subsidiary runways.



PHASE III: 1946

RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

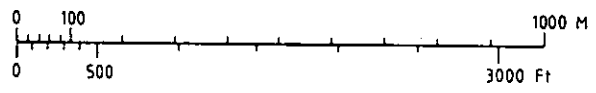
NGR: SK 663 985

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Drawn by A.T. Adams



The aircraft of No. 18 OTU recommenced flying from Finningley on May 23rd, 1944, Eventually No. 18 OTU was disbanded at the end of 1944, being replaced by the Bomber Command Instructor's School (BCIS), which came into being at Finningley on December 5th, 1944. The BCIS was responsible for training experienced aircrew as instructors, prior to them being dispatched to train newly qualified crews at the various OUT's. The BCIS was equipped with ten Avro Lancasters, sixteen Vickers Wellingtons, three Handley Page Halifaxes, and a number of Supermarine Spitfires and Hawker Hurricanes for fighter affiliation.

The first BCIS course commenced on January 20th, 1945. Courses of six weeks duration were run for pilots and four weeks for other aircrew. The courses were based on the knowledge acquired over five years of conflict, which, on account of technological advances, had changed very dramatically in a very short space of time. Specialist training was given on fighter verses bomber tactics, aircraft handling techniques, air gunnery, wireless telegraphy and telephony, radar, air defence systems and various types of passive and active counter-measures.

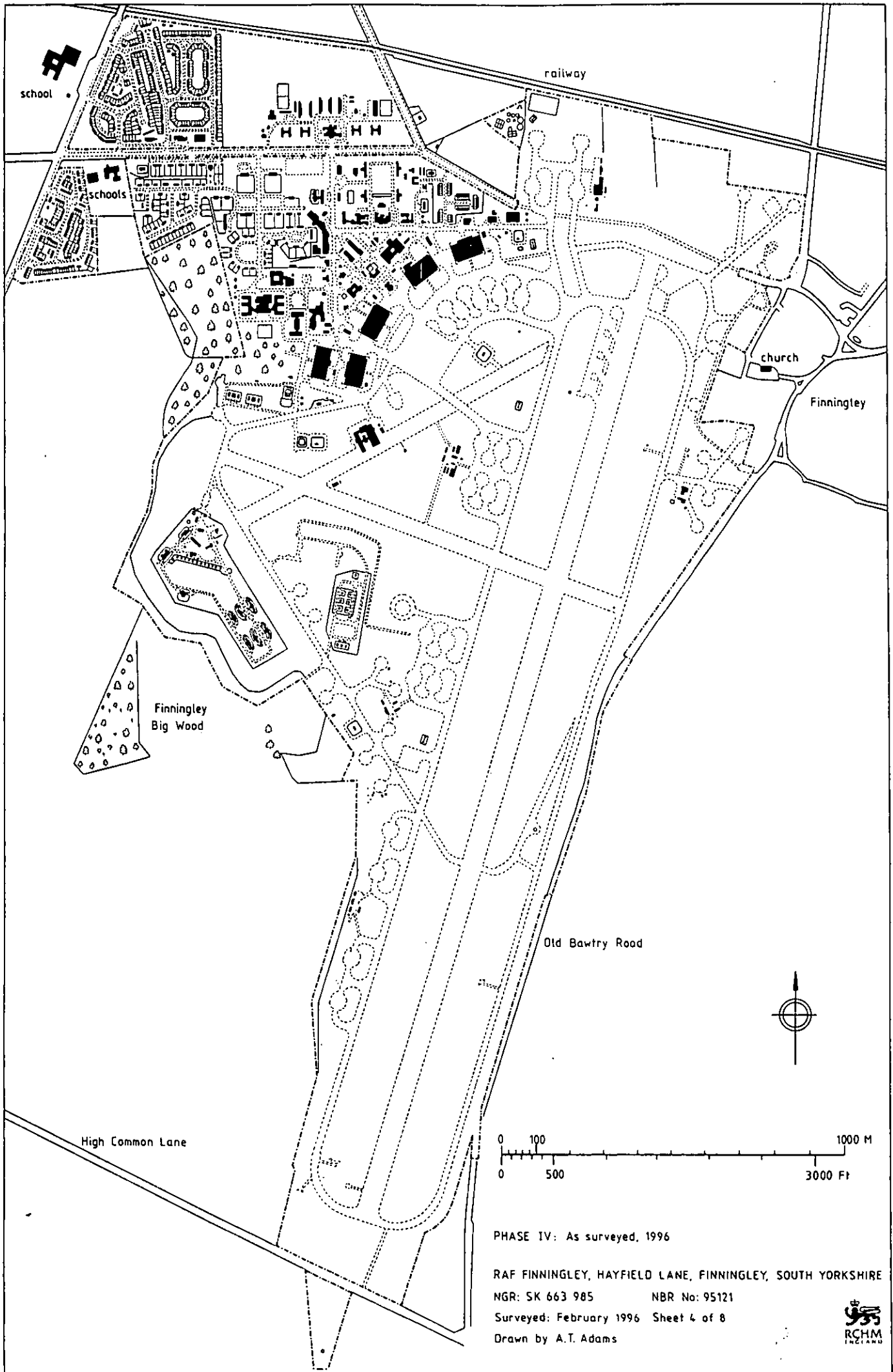
Post War 1945-54

Due to the continued need to train aircrews for the war in the Far East, the cessation of hostilities in Europe on May 8th, 1945, did not immediately bring about a slow down of the pace of life at the station. The Bomber Command Instructors School remained the only occupant of RAF Finningley until May 1946, when No. 616 (South Yorkshire) Squadron of the Auxiliary Air Force was reformed there with night-fighter DH Mosquitos, after a short post-war disbandment. Five months later, No. 21 OTU arrived with its Vickers Wellington MkXs and some Spitfires. This unit was renamed in November, becoming 202 Conversion Training Unit (CTU).

Further changes followed thick and fast. During January 1947 the BCIS departed for RAF Scampton, and in March No. 202 CTU became No. 202 (Pilot) Advanced Flying School (AFS). Two months later, RAF Finningley ceased to be a bomber Command station and was transferred to Flying Training Command. No. 202 AFS was closed on December 11, 1947, and was replaced on New Years Day 1948 by No. 1 Refresher Flying Unit.

No. 1 Refresher Flying Unit was responsible for providing refresher courses to experienced pilots who had been on tours of ground duty, or those who had rejoined the Royal Air Force after some time in civilian life. The initial re-familiarisation was undertaken using North American Harvards and Airspeed Oxfords, before the pilots progressed to more demanding types such as the Wellington or Spitfire. In January 1949, No. 1 Refresher Flying Unit became No. 1 Flying Refresher School, only to become No. 101 Flying Refresher School in September 1951, by which time Gloster Meteor jet aircraft were being used in addition to the propellor driven aircraft.

The unit was to undergo one further change at RAF Finningley in February 1952, becoming No. 215 (Jet) Advanced Flying School (AFS). Not only did the name of the unit change, it acquired the new role, that of providing jet conversion training to pilots experienced in only flying piston-engined aircraft. No. 215 AFS continued in this role until April 21st, 1954, prior to its leaving in May.



PHASE IV: As surveyed, 1996

RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

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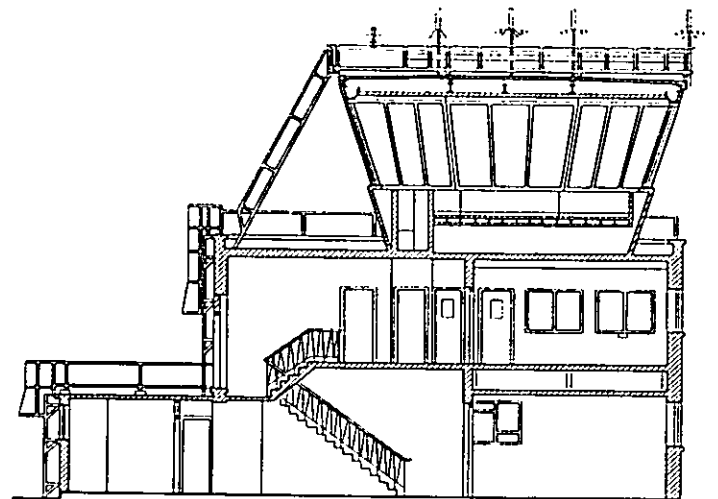
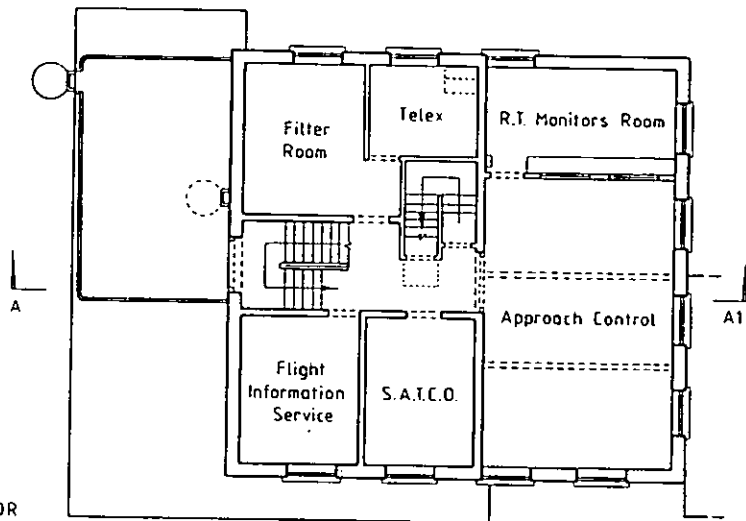
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AIR TRAFFIC CONTROL BUILDING
(VERTICAL SPLIT CONTROL TYPE)

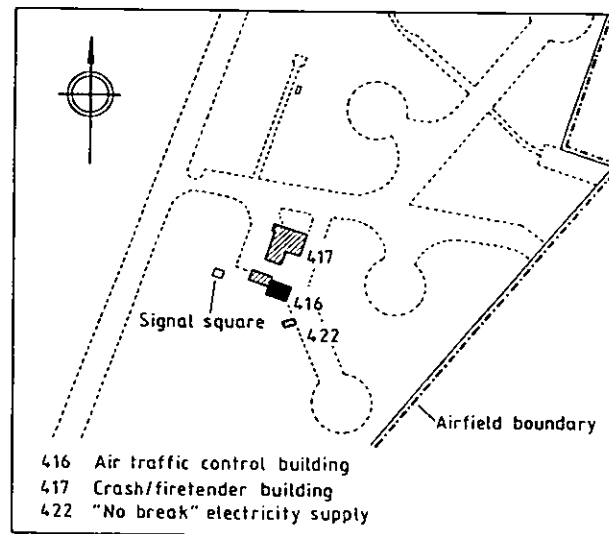
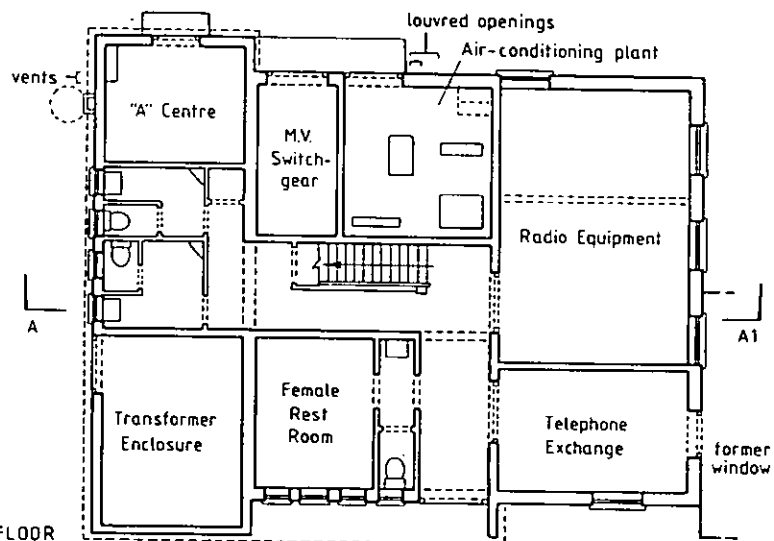
FIRST FLOOR



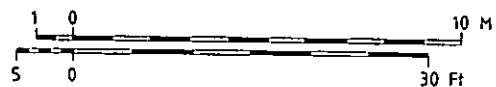
A

A1

GROUND FLOOR



- 416 Air traffic control building
- 417 Crash/firetender building
- 422 "No break" electricity supply



RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

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Drawn scale: 1:100

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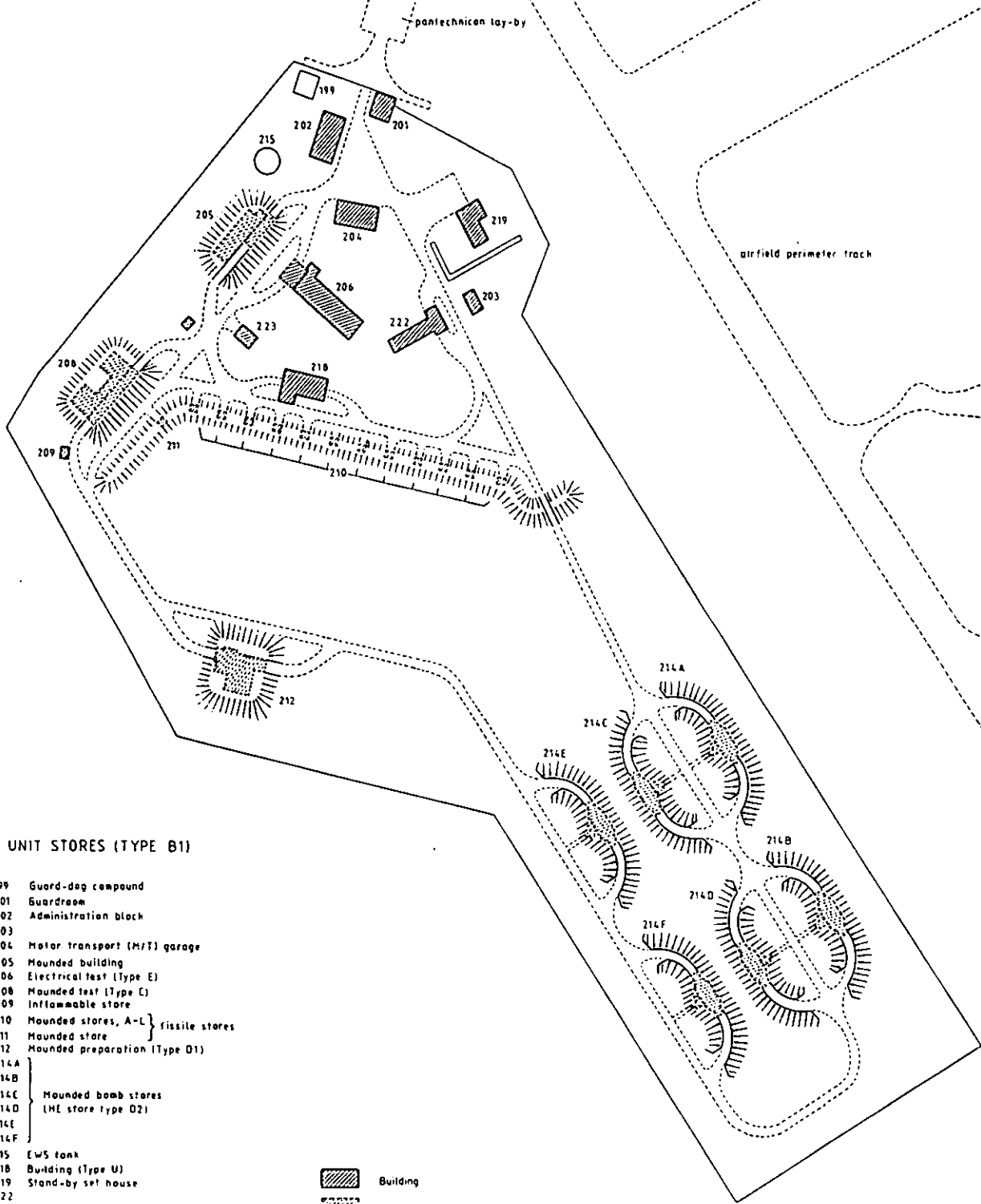
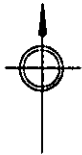
Reconstruction & The V-Force 1954-1968

Having witnessed the departure of No. 215 Advanced Flying School, RAF Finningley was placed in a state of Care and Maintenance in anticipation of its re-construction into a V-Force nuclear bomber station. No. 616 Squadron continued to use the station at weekends until May 1955, when it transferred to RAF Worksop, where it remained until the Royal Auxiliary Air Force was disbanded on February 9th, 1957.

Once flying had ceased, the reconstruction work got under way. The original 2,000-yard 03/21 main runway, was deemed inadequate for V-Force aircraft, due to its length and load bearing capacity. As a consequence, it was removed and replaced by a new reinforced concrete runway (02/20), with a load bearing capacity in excess of 300,000 pounds and a length of 3,000 yards. The two subsidiary runways were made redundant, apart from emergency use and as taxiways.

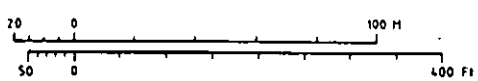
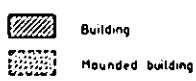
A pair of parallel taxiways, and four groups of 'H' Type hardstandings served the main runway dispersals, with associated crew rooms and equipment stores. Each group of dispersal had the capacity to support four V-bombers, giving a total of twenty-four aircraft. In addition to the dispersals, a further arc of eight hardstandings was laid out in front of the hangars. New concrete aprons were laid from the hangars to the old perimeter track and new taxiways were provided to ease access to the hardstandings. This work resulted in the demolition of the concrete 'Expansion Period' watch office with tower 207/36 (bldg. 168), the fire tender shelter and night flying equipment (NFE) store 4264/35 (bldg. 170) and a 'temporary brick' fire tender crew rest room (bldg. 169).

A new Air Traffic Control (ATC) Building 'vertical split control type' (bldg. 416) and a Crash/Fire Tender Building (bldg. 417) were built c1956 on a former dispersal area near the eastern boundary, close to the village of Finningley. The ATC building was built using fair-faced brick cavity wall construction. The design conformed to drawing 2548a/55, being a two storey structure, roughly square in plan (39' x 37'), with a rectangular single storey rear annex containing an 'A' centre, latrines, and a transformer room, accessed externally. The whole structure was topped with a glazed, octagonal plan, Visual Control Room (VCR) conforming to drawing 58716.2/55. Secondary alterations to the ATC building have included the blocking of all first floor windows to the Approach Control Room, the installation of air conditioning units for the radar equipment, the provision of an open, external, spiral fire-escape, and the construction of a single storey, rectangular plan workshop against the main elevation.



UNIT STORES (TYPE B1)

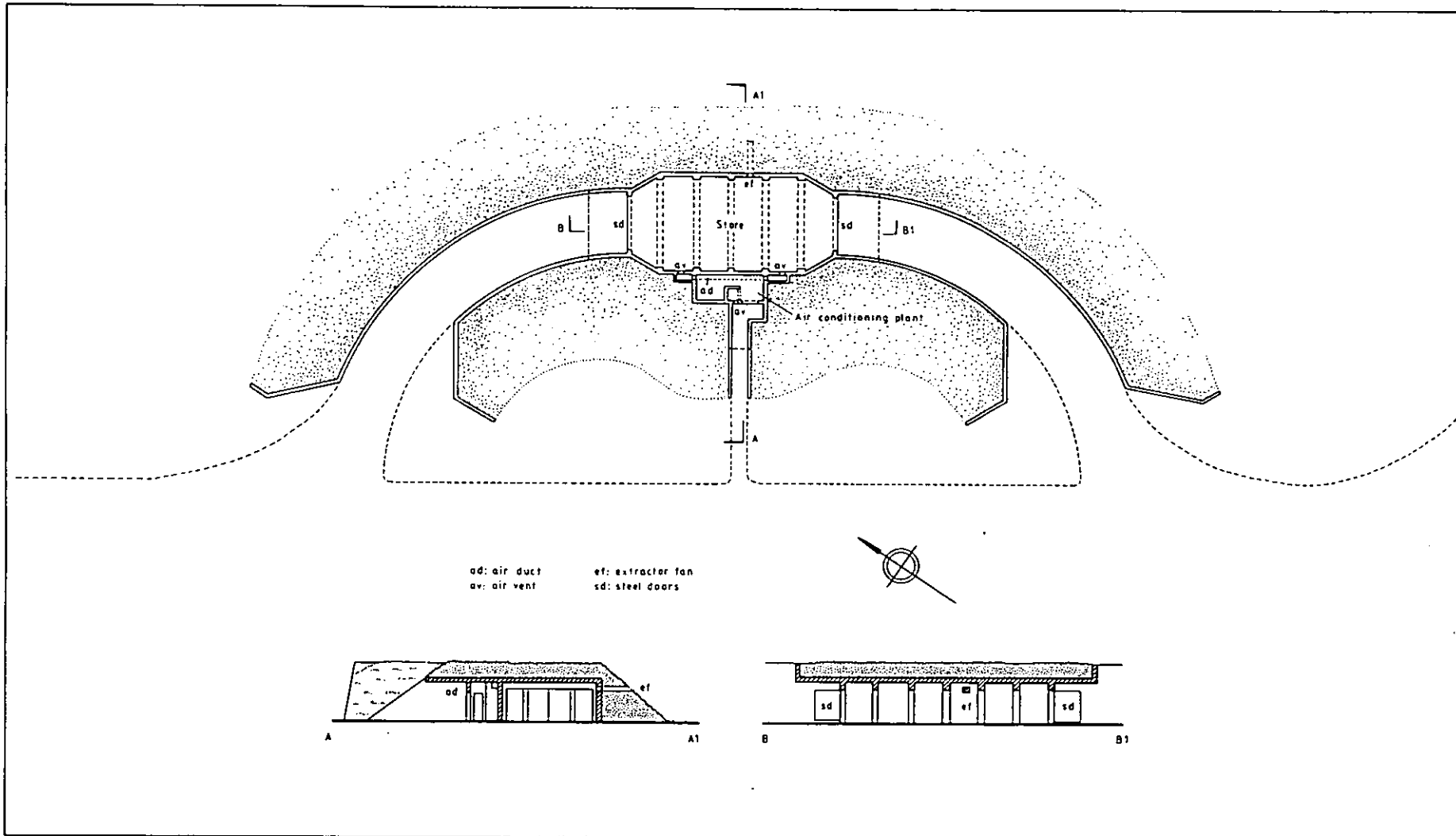
- 199 Guard-dog compound
- 201 Guardroom
- 202 Administration block
- 203
- 204 Motor transport (M/T) garage
- 205 Mounded building
- 206 Electrical test (Type E)
- 208 Mounded test (Type C)
- 209 Inflammable store
- 210 Mounded stores, A-L } fissile stores
- 211 Mounded store
- 212 Mounded preparation (Type D1)
- 214A
- 214B
- 214C } Mounded bomb stores
- 214D } (ME store type D2)
- 214E
- 214F
- 215 EW tank
- 218 Building (Type U)
- 219 Stand-by set house
- 222
- 223



RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

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 Drawn scale: 1:1250 Drawn by A. T. Adams

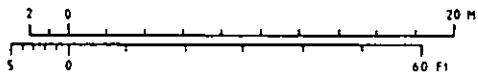


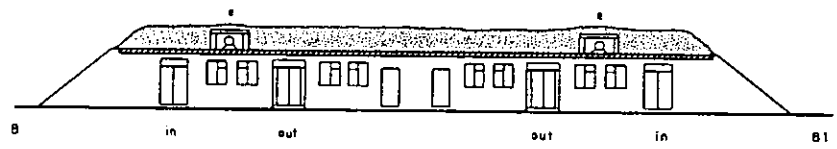
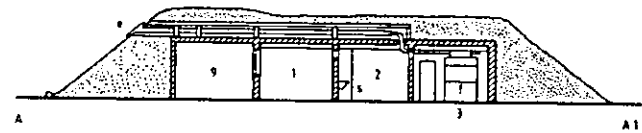
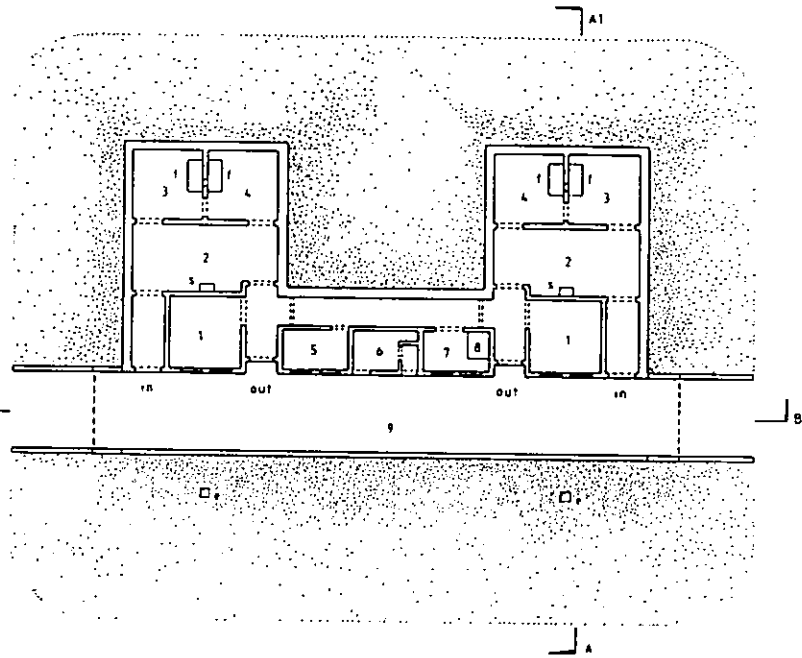


**MOUNDED BOMB STORE (HE store type D2)
 UNIT STORES (TYPE B1)**

RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

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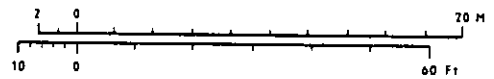




- | | | |
|-------------------------------------|-------------------------------|------------------|
| 1. Instrument servicing & standards | 6. Plant room | e. extractor fan |
| 2. Testing & dressing | 7. Store | f. fume cupboard |
| 3. Reception & packing | 8. Safe | s. sink |
| 4. Assembly | 9. Entrance passage (covered) | |
| 5. Records office | | |

MOUNDED TEST BUILDING TYPE C (Building 208)

UNIT STORES (TYPE B1)



RAF FINNINGLEY, HAYFIELD LANE, FINNINGLEY, SOUTH YORKSHIRE

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New construction work was also taking place on other parts of the station, including an operations and briefing block, a flight simulator, five barrack blocks, officers married quarters, airmen's married quarters, and a Type B1 Site - Unit Stores (nuclear weapons store).

The Unit Store was isolated in a large double chain-link and barbed-wire fenced enclosure on the western side of the airfield, adjacent to the former Second World War bomb store in Finningley Big Wood. The illuminated perimeter of the enclosure would have been patrolled day and night by guard-dogs and armed RAF Police, operating from the guardroom (bldg. 201).

Considerable attention was paid to the design of safety features to prevent accidental detonation of the conventional explosive components, or the escape of fissile material. An extensive lightning conductor system was laid around all buildings. A fire drencher spray system was installed above the steel doors of the store buildings, to keep the interiors cool should an aircraft fuel fire engulf the structure. The risk of an aircraft crash resulting in the spillage of fuel was a major concern, extensive drainage systems were laid to quickly drain fuel away, and oil traps were installed near to all of the aviation fuel installations.

The Unit Stores consisted of a variety of buildings, each allocated an alpha code according to function. The ancillary buildings were built of brick with flat reinforced concrete roofs, while the storage and two of the test buildings were built of reinforced concrete mounded with earth. The largest of these was Type D1 Mounded Preparation (bldg. 212), which was used for the partial assembly of the Special Weapons (SW), after their delivery in crates on a 10-ton Leyland Hippo from the depot at RAF Faldringworth. Having been assembled, the SW would then be transported and stored on their Standard Airfield Bomb Trolleys (SABT). All of the buildings that were involved with the handling of the SW had loop roads, which permitted the SABT to enter and leave the structure via opposing doorways or coveredways.

As originally designed, it was intended to build nine Type D2 High Explosive Stores at RAF Finningley to house the partially assembled SW on their SABT. However, only six were built (bldgs 214A-F), as it had been decided that a standard of six SW would be issued per squadron. The first nuclear weapon to be issued was Special Weapon Mk1, Bomb Aircraft High Explosive High Capacity 10,000 lb Mk1, also known by the codename 'Blue Danube'. The bomb was 7.37m (24ft 2in) long, approximately 1.51m (5ft) in width and weighed 4,650kg (10,250lb).

Strictly speaking, the term Blue Danube applied to the casing rather than the 'physics package'. The first bombs issued used a plutonium-239 core, which had a nominal yield of 20Kt (equivalent to 20,000 tons of high explosive). However, by 1956 a composite plutonium-239/Uranium-235 core had been developed, raising the yield to about 40Kt.

The fissile material was stored separately from the non-nuclear components in the recessed floor of a small Type A reinforced concrete cubical called Mounded Store RA (radio-

active), or more prosaically, a 'hutch'. The unit stores at RAF Finningley had twelve hutches (bldgs 210A-L) built in a row covered by a single linear earth bank.

The reconstruction work at RAF Finningley finally came to an end during 1957 and it was officially re-opened in May. However, the first flying unit to take up residence at the revamped station did not arrive until August 24th and this was not an operational unit. No.1 Group Communications Flight, arrived with a variety of aircraft including DH Chipmunks, Avro Ansons, Gloster Meteors and English Electric Canberras. In the meantime, No. 3 course of 230 Operational Conversion Unit was posted off RAF Waddington to Finningley, to form the first flight of the RAF's second Vulcan squadron, No. 101. Having formed in August, the squadron did not receive its first Avro Vulcan bomber until October 1st.

While RAF Finningley was returning to an operational role, a new 'High Yield' U-235 fission 'physics package' and a number of megaton range devices were being tested as a part of Operation Grapple. Having proved the capabilities of three different devices during the first round of tests, the 'Green Grass' physics package was fitted into a small number of Blue Danube bomb casings during 1958. In this configuration, the weapon was designated Bomb, A/c HE. 9,000lb - Violet Club.

Violet Club was an interim megaton range bomb, weighing some 11,000 lb (4,991kg). It had some major drawbacks, chiefly due to the fact that it was an experimental weapon. Nevertheless, the weapon was issued and RAF Finningley received bombs Nos. 5 to 8 and No. 11 during 1958. Violet Club had some serious handling restrictions; it had to be assembled on the RAF station from which it would be used, it was not permitted to be transported other than from the assembly building D2 to the bomb store D1, and any preparation work had to be conducted under the guidance of Atomic Weapons Research Establishment personnel.

The use of Violet Club was short-lived and by 1959, the Green Grass physics packages were being transferred to the first Yellow Sun Mk1 weapons. This was a further interim measure, prior to the introduction of Britain's definitive free-fall thermonuclear bomb, Yellow Sun Mk2 in 1961.

In the meantime, No. 18 Squadron had arrived at RAF Finningley on December 16th, 1958, equipped with specialist radio countermeasures (ECM) Vickers Valiant aircraft. No. 18 Squadron's role was to provide protection to the V-Bombers by disrupting enemy radar/radio systems and the provision of ECM training to British defences.

Specific air defences for the V-Force and the Thor Intermediate Range Ballistic Missile (IRBM) nuclear deterrent bases were established in 1960, with the construction of nine Bloodhound Mk1 Surface to Air Guided Weapon (SAGW) sites in the eastern counties of England. RAF Misson, the nearest site to Finningley, was located 4.5km to the east of the airfield at Levels Farm, Misson, Nottinghamshire. No. 94 Squadron, No. 21 Wing, operated RAF Misson. It consisted of two Fire Units, each equipped with one launch control post, two AMES Type 83 (Yellow River) target illuminating radars and armed with sixteen Bloodhound Mk1 Surface to Air Guided Weapons (SAGW), giving a total of thirty two missiles mounted on launchers and eight held as re-loads. Tactical control for the Bloodhound missiles at RAF Misson was provided by an AMES Type 82 (Orange Yeoman) radar and a new Tactical Control Centre at No. 21 Wing HQ, RAF Lindholme.

A further role was added to the station's responsibilities on March 1st, 1960, when the Bomber Command Development Unit (later Strike Command Development Unit) was transferred from RAF Wittering to Finningley. The arrival of the BCDU marked the beginning of a shift away from the operational role, which was reinforced by the departure of No. 101 Squadron, and the arrival of No. 230 Operational Conversion Unit in June 1961. Although the role of the station had changed predominantly to one of training, the operational capacity of the airfield had not diminished, as the Avro Vulcans of No. 230 OCU would have adopted an operational stance had war threatened.

Ever since the launch of Sputnik in October 1957, concern had grown regarding Russia's capability to deliver a nuclear weapon with minimal warning, using a ballistic missile. As progressively more intelligence was acquired, it became clear that the deployment of low-trajectory Soviet missiles in eastern Europe would result in a dramatically decreased warning period, thus negating Britain's nuclear deterrent. During 1961, in an attempt to redress the balance, it was decided that the '15-minute readiness' already applied to the crews of the SACEUR assigned Valiant Tactical Bombing Force at Marham and the Thor IRBM squadrons, should also be applied to the Medium Bomber Force (MBF) from New Year's Day 1962.

The new system became known as Quick Reaction Alert (QRA), entailing a proportion of squadron crews and aircraft being kept at all times on 15-minute readiness, with the airmen and groundcrews being kept close to their aircraft. (In actual fact, it usually took under four minutes for the aircraft to get into the air). In February 1962, approval was given for the construction of four concrete Operational Readiness Platforms (ORP) at the end of the runways at nine Class 1 airfields, including Finningley. The provision of the ORP's further reduced the take of time, by removing the need for the aircraft to taxi from their dispersals to the end of the runway.

The airfield lost one of its units in March 1963, when No. 18 Squadron was disbanded, due to the fact that most of Bomber Command's aircraft were now capable of carrying and operating their own ECM equipment. The disbandment of No. 18 Squadron left No. 230 OCU as the principal user of Finningley, with a small number of aircraft operated by No. 1 Group Communication Flight and the Bomber Command Development Unit.

Three months later, a ground training role was added to the station's responsibilities, by the arrival of the Bomber Command Vulcan Servicing School. This unit provided specialist engineer and servicing training to future Vulcan ground crews. A further enhancement of the ground-training role took place during July 1965, when No. 230 OCU took over some of the work of No. 232 (Victor) OCU, which had recently been disbanded at RAF Gaydon.

One unit that used this new facility during the early part of 1966 was No. 57 Squadron, which at that time was converting to the 'three-point' Handley Page Victor K1 tanker. Although the training role had become pre-eminent during 1966, there still remained a need to maintain Finningley's operational capacity, as 'free-fall' equipped Vulcan B.1A / B.2 aircraft from RAF Waddington regularly used its facilities.

1968 witnessed a major reorganisation of the RAF with Fighter, Coastal and Bomber Commands being amalgamated into Strike Command on April 30th. Further concentration of the Vulcan activities at Finningley occurred during August, when the Vulcan element of No. 1 (Bomber) Group Standardisation Unit (GSU) transferred from RAF Waddington; to be followed by the Victor element from RAF Marham in the New Year, following the disbandment of the Strike Command Development Unit on December 31st. No. 1 (Bomber) GSU was responsible for ensuring 'proficiency' standards were maintained within all bomber and tanker units using the Vulcan and Victor aircraft.

RAF Finningley's days as a medium bomber force station were numbered, due to the imminent transfer of the QRA responsibilities, to the Royal Navy's Polaris submarines on June 30th, 1969. The first unit to depart was No. 1 GSU in September, followed by No. 230 OCU and the Strike Command Vulcan Servicing School during December, leaving the station under Care and Maintenance, prior to its transfer to Training Command.

Training / Support Command 1970-1996

RAF Finningley reverted to the training role on May 4th, 1970, with the arrival of the Vickers Varsity T1 training aircraft of No. 2 Air Navigation School (ANS) from RAF Gaydon. Two days later, this unit became No. 6 Flying Training School (FTS) and commenced navigation training on May 27th. No. 6 FTS grew in size during August, when it absorbed No. 1 ANS from RAF Stradishall equipped with Hawker Siddeley Dominie twin jet trainers. One month later the station's responsibilities were further increased by the addition of low-level navigation training using Jet Provost T Mk3 aircraft.

Synthetic ground based training was greatly enhanced during February 1971 by the arrival of the Hawker Siddeley Ground Navigation Simulator. This computerised simulator enabled the navigation students to experience a wide variety of flying conditions and potential problems, even before they commenced the airborne stage of their training.

The expansion to RAF Finningley's role continued to occur throughout the 1970s, with the establishment of the Air Electronics and Air Engineers (AE & AE) Wing in October 1973, the arrival in 1975 of the Yorkshire Universities Air Squadron (YUAS) and No. 9 Air Experience Flight (9 AEF) equipped with DH Chipmunk T10 and Scottish Aviation Bulldog T1, the formation of the Headquarters of the United Kingdom Search and Rescue (SAR) Wing in 1976, the transfer of control from Training to Support Command in 1977 and finally, the transfer of the Multi-engine Training Squadron (METS), equipped with the Handley Page Jetstream T1 aircraft from No. 3 FTS at RAF Leeming in 1979.

Although RAF Finningley functioned as a training station from 1970, two factors combined during the late 1960s to ensure that its operational capacity was not diminished. The first was the ejection of U.S. forces from France in 1967, and the second was the adoption by NATO of a 'flexible response' strategy; to ensure a greater capacity to use conventional weapons, before a 'nuclear threshold' was reached. These two factors brought about a radical re-think of American reinforcement, or augmentation policies in Europe.

One result of this reassessment was the strategy of using pre-existing airfields belonging to European Allies as Colocated Operating Bases (COBs). By 1979, out of the seventy-three proposed COBs, the United States Air Force (USAF) had obtained the use of fifty-three airbases in ten countries, including RAF Finningley. During 1982, the USAF exercise 'Coronet Brave' brought McDonnell Douglas F-4 Phantom aircraft of the Illinois Air National Guard Reserves to their COB at Finningley. In 1984, the USAF proposed spending eleven million dollars on up-grading the fuel and ammunition facilities at Finningley; however, no evidence exists in the form of buildings to indicate that this proposal ever reached fruition.

There were very few changes in the activity of RAF Finningley during the 1980s, apart from the addition of Air Loadmaster training to the responsibilities of the AE & AE Wing, to form the Air Electronics, Engineer and Loadmaster School (AEE&LS), and a general concentration of non-pilot aircrew training at the base. This increase in activity resulted in a number of new buildings being built, including the three storey, 'Filton Block' single officers quarters (bldg 148) adjacent to the Officers Mess.

One change, which did occur during this period, was the re-introduction of permanent airfield defences. This was in response to the increased number of IRA attacks on military targets on the British mainland. These new defences took a number of forms, including sections of concrete sewer pipes set vertically in the ground and reveted with earth. The most numerous of the new defence works was the sangar (fortified defence post). The sangars were built of ammunition boxes and sandbags, filled with rocks or sand and reveted in earth. Due to the rudimentary nature of their construction, sangars were never considered as being anything more than temporary fieldworks, which over a year or so, would gradually deteriorate in condition and become unusable. In an effort to overcome this problem, numerous pre-cast concrete Yarnold Sangars were issued during the early 1990s.

The Yarnold Sangar (two man guard post) was designed by a RAF Regiment officer at RAF Leeming. It is manufactured by ARC and it consists of a circular concrete floor supporting three inter-locking concrete tubes and a circular flat concrete roof. The structure is entered via a low doorway, which is frequently protected by a curved pre-cast concrete blast wall. Four loopholes permit observation and could be used as rifle embrasures. The Yarnold Sangar is a portable, pre-fabricated structure that is relatively easy to erect and dismantle, and as such, is easily removed for re-use elsewhere.

As the internal threat of the IRA increased, the external threat of the Soviet Union began to diminish, with the result that the Government sought means of reducing its defence expenditure and in 1991, it published its 'Options for Change' document. One of the paper's proposals was the introduction of the 'contracting out' of maintenance work. RAF Finningley was one of the first locations where this policy was adopted and hence forward, all aircraft maintenance work was undertaken by Shorts Brothers plc. Indeed, this company claimed to introduce more efficient working practices and a reduction in the necessary manpower from 600 servicemen, to between 440 and 450 civilian staff.

The airfield acquired its final additional unit in September 1993, with the arrival of the BAe Hawk T1 and T1A aircraft of No. 100 Squadron. This unit operated as a Target Facilities Squadron, providing 'live' targets for the aircraft and radar systems of the Royal Air Force and the Royal Navy. It also undertook target towing duties for air-to-air gunnery practice, and training sorties for Army Rapier missile units. The maintenance of No. 100 Squadron aircraft was undertaken in Hangar 1 (bldg 81) and to mark the fact, a large squadron badge was painted on the inner face of the west doors. It consisted of a blue and yellow chequer-board background, superimposed with a skull and cross-bones, signed Buncie and A Fenton, August 1995.

The future of RAF Finningley looked very bright during 1993-94. Major capital investment was occurring, with the construction of a dedicated Air Navigation School (bldgs 69-71) to the south of the station headquarters, a new motor transport section, a new fuel installation, and the resurfacing of runway 02/20. During 1994, RAF Finningley was the busiest RAF airfield in Great Britain, with 62,000 movements, 15,000 more than any other station and second only to Heathrow. It operated eighty-four aircraft, seven squadrons and fourteen different units. It had a population of 3,500 servicemen and families.

However, the optimism was short lived, as a major change of training policy was being brought about by the government's defence cost study, 'Front Line First'. In an effort to reduce defence expenditure, it was decided that airfields were to operate only one type of aircraft, and that different stages of the 63-week navigation courses were to be undertaken at a number of stations, due to the different aeroplanes involved. This decision sealed RAF Finningley's fate, with 436 Air Navigation Course being the final one to pass-out at the station.

437 Air Navigation Course was the last course to commence training at Finningley in 1995. It did not remain resident for long, as it was transferred to RAF Topcliffe, with the Bulldog and Tucano Squadron (BATS). The final flying units to depart from the station were the Hawks of No. 100 Squadron, and the Jetstreams and Dominies of No. 6 FTS. Two aircraft remained at the station until its closure; a Gloster Meteor F8 gate-guardian, which was donated to the Yorkshire Air Museum at Elvington and a BAe Nimrod AEW.3, which was dismantled prior to being shipped to RAF Kinloss.

Subsequent to the removal of re-usable stores and equipment, RAF Finningley finally closed for disposal on March 31st, 1996, bringing about the end of 60 years of RAF occupation.

Visited by: Roger J C Thomas and Wayne D Cocroft, 27 Feb 1996.

Report by: Roger J C Thomas.

Photography: Roger J C Thomas.

Drawn Archive: Allan T Adams.

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RAF FINNINGLEY

Schedule of Buildings

May 1946

Bldg. No.	Function	Drg. No.	Cons't.	Status
01	Married Airmen's Qrtr's (block of 6)	2253/34	Brick	
02	ditto			
03	ditto (block of 4)	2253/34	Brick	
04	ditto			
05	ditto			
06	Store: timber hutting	.....	Timber	d
07	Gymnasium and Chapel	14604/40 <u>16428/40</u>	Temp. brick	
08	RAF Regiment Hut (disused)	.....	Nissen	d
09	ditto	.....	Nissen	d
10	Wireless Telegraphy (W/T) Station	2489/36	Brick	
11	Barrack Block Type 8/84 (H block)	1132/38 <u>4298/38</u>	Brick	
12	ditto			
13	ditto			
14	ditto			
15	RAF Regiment Hut (disused)	.....	Nissen	d
16	ditto	.....	Nissen	d
17	Dining Room 820 Corporals and Airmen (flat roof design)	1680/39 1682/39 1683/39	Brick	
18	WAAF Changing Room	4343/35	Brick	d
19	RAF Regiment Hut (disused)	.....	Nissen	d
20	Airmen's Garages	9341/37	Brick	
21	Central Heating Stn. & Fuel Yard Type B.1	<u>2340/38</u> 1448/39	Brick	
22	FFMT Shed (station cinema)	7006/39	Brick	
23	RAF Regiment Hut (disused)	.....	Nissen	d
24	Sub-station	3275/36	Re. conc	
25	Compressor House	.....	Re. conc	d
26	Married Officer's Quarters Group II	4526/36	Brick	
27	ditto Group III	2509/35	Brick	
28	Officers Accommodation	4341/35		d
29	ditto			d
30	WAAF Headquarters	4341/35		d
31	Bath House	4341/35		d

32	WAAF Canteen	4340/35		d
33	Bicycle Store	4345/35		d
34	AM Warden's Office and Store	4345/35		d
35	Contractors Hut	.....	.....	d
36	Latrine (chemical closet unused)	.....	.....	d
37	Store	.....	.....	d
38	Guard Room (Guard House / Fire Party & Tender House and Prophylactic Treatment.	<u>662/36</u>	Brick	
39	Barrack Blocks Type R	<u>2357/36</u>	Brick	
40	ditto	.....	.....
41	Flagstaff			
42	Airmen's Garages (partly demolished)	9341/37	Brick	
43	Married Warrant Officer's Quarters	193/35	Brick	
		2448/35		
44	S.W. Office	.....	.....	d
45	Fire Pool (static water tank)	7625/39	.....	d
46	Married Airmen's Quarters block of 4	2255/34	Brick	
47	ditto block of 8	2255/34	Brick	
48	ditto block of 8	2255/34	Brick	
49	ditto block of 6	2255/34	Brick	
50	ditto			
51	ditto			
52	ditto			
53	M&EE Transformer Plinth	.....	Brick	
54	Stand-by Set House	607/36	Re.conc	
55	Ambulance Garage and Mortuary	5703/36	Re.conc	
56	Gas Decontamination Centre	<u>6224/37</u>	Brick	
57	Grocery Shop and Store	1427/36	Temp.brick	
58	Sick Quarters & Annexe (seven beds)	7503/37	Brick	
		7504/37		
		<u>7508/37</u>		
		<u>8342/37</u>		
59	Barrack Block Type Q	444/36	Brick	
60	ditto			
61	Ration Store	1166/36	Brick	
62	Combined Dining Room & Institute	1482/36	Brick	
63	Sergeant's Mess and Annexe	3484/36	Brick	
64	WAAF Orderly Room & Station Offices	4346/35	.....	d
65	Single Sergeants Quarters	<u>4526/36</u>	Brick	

66	Station Headquarters (SHQ)	<u>1723/36</u>	Brick	
67	Switch Hut	4346/35	.....	d
68	Barrack Hut	4342/35	Timber	d
69	ditto			d
70	ditto			d
71	ditto			d
72	ditto			d
73	ditto			d
74	ditto			d
75	ditto			d
76	ditto			d
77	ditto			d
78	ditto			d
79	ditto			d
80	ditto			d
81	ditto			d
82	ditto			d
83	ditto			d
84	ditto			d
85	ditto			d
86	Ablutions Block	4342/35	Timber	d
87	ditto			d
88	Ablutions Block	4342/35	Timber	d
89	Meteorological Compound			d
90	Married Officer's Quarters Group IV	6533/36	Brick	
91	ditto			
92	ditto Group V	520/39	Brick	
93	ditto			
94	ditto			
95	ditto			
96	ditto			
97	ditto			
98	Pigeon Loft	3951/42	.....	d
99	Fire Pool (static water tank)	7625/39	.....
100	Classroom	4342/35	Timber	d
101	ditto			d
102	M&EE Transformer Plinth	.....	.....	d
103	Main Lecture Room	4343/35	.....	d
104	Signals Training Centre	4343/35	.....	d
105	WAAF Drivers Rest Room	4343/35	.....	d

106	Celestial Navigational Training Building (unfinished)	5769/42 328/45	.....	d
107	ditto			d
108	ditto			d
109	ditto			d
110	Navigational Training	4343/35	.....	d
111	Clothing Gas Decontamination Centre	.....	.....	d
112	Central Heating Station	2918/36	Re.conc	
113	Disinfector House	5798/37	Re.conc	
114	Detached Bay	5307/36	Re.conc/brick	
115	Motor Transport Office, Garage & Yard	660/36	Re.conc/brick	
116	Motor Transport Petrol Installation	833/36	.....	d
117	Store	.....	Timber	d
118	Fire Pool (static water tank)	7625/39	.....
119	Compressor House	499/36	Re.conc	
120	Fuel Compound	3166/35	conc	
121	Fire Pool (static water tank)	7625/39	.....	d
122	Lub.Oil & Inflammable Store	307/36	Re.conc	
123	Main Stores	<u>4287/35</u>	Re.conc	
124	AMWD Offices Stores & yard (Combined W & B. MEE buildings)	<u>412/37</u>	Re.conc	
125	Sub-station	<u>412/37</u>	Re.conc	
126	Gas Defence Centre	416/37	Re.conc	
127	M&EE Transformer Plinth	.....	.....
128	Main Workshops	<u>4923/35</u>	Re.conc	
129	Dope Shop	.....	Timber	d
130	Parachute Store	<u>175/36</u>	Re.conc	
131	Articulated Trailer Shed	<u>7328/37</u>	.....	d
132	Dinghy Store & Bombing Lecture Room	4347/35	Timber	
133	Turret Instructional Centre (2 bays)	11023/40	Temp.brick	
134	Workshops	4347/35	Timber	d
135	Gas Centre	4346/35	Timber	d
136	Fire Pool (static water tank)	7625/39	.....
137	Camera Obscura	3391/35	Timber	d
138	Aircraft Recognition Classroom	.....	.....	d
139	Latrine (chemical closet unused)	.....	.....	d
140	AMWD Store	4345/35	Timber	d
141	AMWD Workmen's Hut	264/36	.....	d
142	Parachute Store	3633/35	Timber	d
143	A.M.L. Teacher	69/27	Timber	d
144	Salvaged Fuel Compound	.....	.....	d
145	Coal & Timber Compound & Stores	.....	.....	d

146	Coke Compound	.....	.....	d
147	Fire Pool (static water tank)	7625/39	.....	d
148	RAF Regiment Hut	.....	Nissen	d
149	Squash Racquets Court	1420/37	Brick	
150	Officer's Garages	176/35 4768/36	Brick	d
151	Officers Mess	570/37	Brick	
152	Single Officer's Quarters	941-2/37	Brick	
153	ditto			
154	Workshop	.....	.....
155	Pyrotechnic Stores	4346/35	.....	d
156	Dispersal Hut	.....	Nissen	d
157	Small Arms Ammunition Stores	<u>3181/40</u>	Brick	d
158	ditto			d
159	M&EE Transformer Plinth	.....	.....	d
160	Machine Gun Range (4 point)	2009/36	Brick	
161	Practice Bomb Store and Gas Chamber	1144/37	Re.conc	
162	RAF Technical Latrine	230/36	Re.conc	
163	Petrol Tanker Shed (8 bay)	4157/35 6011/39	Re.conc	
164	Bulk Oil Installation (aviation) 6,000 gallons.	7007/38	.....	d
165	R.U. Pyrotechnic Store	2847/37	Re.conc	
166	WAAF Technical Latrine	230/36	Re.conc	
167	Latrine (chemical closet unused)	.....	.....	d
168	Watch Office	207/36	Re.conc	d
169	Fire Tender Crew Rest Room	.....	Timber	d
170	Fire Tender & Night Flying Equipment Store	4264/35	Re.conc	d
171	Armoury Photography & AML Teacher	<u>4829/35</u>	Re.conc	
172	Link Trainer Building (2 comp't)	12385/38	Re.conc	
173	WAAF Technical Latrine	230/36	Re.conc	
174	Latrine (chemical closet unused)	.....	.....	d
175	R.U. Pyrotechnic Store	2847/37	Re.conc	
176	Petrol Tanker Shed (8 Bays)	4157/35 6011/39	Re.conc	
177	Bulk Oil Installation (aviation) 6,000 gallons.	7007/38	.....
178	RAF Technical Latrine	230/36	Re.conc	
179	Radar Workshop	6211/43	.....	d
180	Bulk Petrol Installation (aviation) 72,000 gallons.	2680-1/35	.....	d

181	Aircraft Shed Type 'C' (300x150x35') and Annexe (2 sheds per Squadron)	2029/34 <u>3269/35</u>	Re.conc & steel	
182	Aircraft Shed Type 'C' (300x150x35') and Annexe (2 sheds per Squadron)	2029/34 <u>3269/35</u>	Re.conc & steel	
183	ditto			
184	ditto			
185	ditto	2029/34 505/36	Re.conc & steel	
186	Compass Base	2188/36	Re.conc	d
187	Bulk Petrol Installation (aviation)	2680-1/35	.....	d
188	RAF Regiment Barrack Hut (disused)	.....	Nissen	d
189	ditto			
190	Fire Pool (static water tank)	7625/39	.....	d
191	Bomb Stores (six stores)	3054/36	brick	d
192	ditto			d
193	Component Store	481/37	brick	d
194	ditto			d
195	Small Arms Ammunition Store	.....	Nissen	d
196	Dispersal Hut	.....	Nissen	d
197	Fusing Point Building (disused)	.....	.....	d
198	Pyrotechnic & Incendiary Store	1003/37	Brick	d
199	Picket Post	.....	Nissen	d
200	Fusing Point Building (ultra heavy)	7900/42	Nissen	d
201	ditto			
202	Components Store Type B	4773/42	Brick	?
203	Fusing Point Building (light)	4778/42	.....	?
204	Fused & Spare Bomb Stores	4780/42	Earthwork	d
205	Bomb Store	3164/42	Earthwork	?
206	ditto			?
207	ditto			?
208	Incendiary Bomb Store Type C	4734/42	Earthwork	?
209	ditto			
210	ditto Type B	4734/42	Brick	
211	Dispersal Hut	.....	Nissen	d
212	M&EE Transformer Plinth	.....	.....
213	Main Beacon	.....	Brick & conc.	d
214	Dispersal Hut	.....	Nissen	d
215	ditto			d
216	M&EE Transformer Plinth	.....	.....
217	Dispersal Hut	.....	Nissen	d
218	Camouflage Stores and Yard	.....	.....	d
219	Dispersal Hut	.....	Nissen	d

220	ditto			d
221	ditto			d
222	Inner Marker	.....	Brick & conc.	d
223	M&EE Transformer Plinth	.....	.....
224	Dispersal Hut	.....	Nissen	d
225	ditto			d
226	ditto			d
227	ditto			d
228	Engine Test Rig	.....	.....	d
229	Tool House	.....	Brick	
230	Incinerator	9559/40	.....
231	Sludge Drying Beds	10068/40	.....
232	Disposal Plant	10068/40	.....
233	Humus Trench	10068/40	.....

Key

d = demolished by March 1996. ? = unknown/not visited
 Underlined drawing numbers = examined.

RAF FINNINGLEY

Schedule of Buildings March 1996

Bldg.	Function	Drg. No.	Cons't.
01	Married Airmen's Qrtr's (block of 6) 19-24 Willow Crescent	2253/34	Brick
02	ditto 1-6 Willow Crescent		
03	ditto (block of 4) 15-18 Willow Crescent	2253/34	Brick
04	ditto 11-14 Willow Crescent		
05	ditto 7-10 Willow Crescent		
06	Community Centre	.....	Re.conc
07	Gymnasium (disused)	14604/40 <u>16428/40</u>	Temp. Brick
08	NAAFI Store & Families Shop	.....	Re.conc
09	British Gas Enclosure (Guard Room)	.....	Fibre-glass
10	Radio and W/T Station	2489/36	Brick
11	Barrack Block Type 8/84 (H block)	1132/38 <u>4298/38</u>	Brick
12	ditto		
13	ditto		
14	ditto		
15	Airmen's garages (six in number) Fir Tree Avenue	.....	Pre-fab. conc
16	ditto (Sixteen in number) Hazel Avenue	.....	Pre-fab. conc
17	Junior Ranks Mess (flat roof design re-roofed 'hipped')	1680/39 1682/39 1683/39	Brick
18	Electrical Plinth 'BB' (airmen's mess)	.....	.....
19	British Gas Enclosure (jnr. ranks mess)	.....	Fibre-glass
20	Airmen's Garages	9341/37	Brick
21	Central Heating Stn. & Fuel Yard Type B.1	<u>2340/38</u> 1448/39	Brick
22	Storage Shed & Stores (Go-kart track)	7006/39	Brick
23	Site of Solid Fuel Compound currently a car park.	.....	Conc

24	Sub-station & DSS 'LL'	3275/36	Re.conc.
25	Sewage Compressor House (No.2)	.....	.....
26	Married Officer's Quarters Group II 1 Cedar Close (Vulcan House)	4526/36	Brick
27	Married Officer's Quarters Group III 1 Rowan Close (Stirling House)	2509/35	Brick
28	Airmen's Garages (27 in no.) Hawthorne	.....	Pre-fab. conc
29	Airmen's Garages (24 in no.) Lilac	.....	Pre-fab. conc
30	Airmen's Garages (10 in no.) Poplar	.....	Pre-fab. conc
31	P.O.L. Compound	.....	.....
32	Emergency Water Supply (EWS) Tank corner of Bldg 36)	.....	.....
33	Emergency Water Supply (EWS) Tank	.....	.....
34	Sewage Pump House near bldg 35	.....	.....
35	P.O.L. Control Building	.....	.....
36	P.O.L. Store	.....	.....
37	Classroom	.....	.....
38	Guard Room (Guard House / Fire Party & Tender House and Prophylactic Treatment.	<u>662/36</u>	Brick
39	Barrack Blocks Type R	<u>2357/36</u>	Brick
40	ditto		
41	Single Airmen's Garages (24 in no.)	.....	Pre-fab. conc
42	Contractor's Yard	9341/37	Brick
43	Married Airmen's Quarters, Semi-det'd 1+2 Laburnum Close	193/35 2448/35	Brick
44	Joint Forward Air Controller Training and Standardisation Unit (JFACTSU) Headquarters	.....	Demolished
45	Liquid Oxygen (LOX) Maintenance Bay	.....	Steel Frame
45a	Sewage Pump Chamber (near bldg 45)	.....	.....
46	Married Airmen's Quarters block of 4 7-10 Yew Tree Drive	2255/34	Brick
47	Married Airmen's Quarters block of 8 1-8 Almond Close	2255/34	Brick
48	Married Airmen's Quarters block of 8 15-22 Almond Close	2255/34	Brick
49	Married Airmen's Quarters block of 6 1-6 Yew Tree Drive	2255/34	Brick
50	Married Airmen's Quarters block of 6 1-6 Yew Tree Drive	2255/34	Brick
51	Married Airmen's Quarters block of 6	2255/34	Brick

	17-22 Yew Tree Drive		
52	Married Airmen's Quarters block of 6 11-16 Yew Tree Drive	2255/34	Brick
53	M&E Transformer Plinth	.....	Brick
54	Stand-by Set House	607/36	Re.conc
55	Ambulance Garage and Mortuary	5703/36	Re.conc
56	Gas Decontamination Centre	<u>6224/37</u>	Brick
57	Grocery Shop and Store	1427/36	Temp.brick
58	Regional Medical Centre	7503/37 7504/37 <u>7508/37</u> <u>8342/37</u>	Brick
59	Barrack Block Type Q	444/36	Brick
60	ditto		
61	Ration Store	1166/36	Brick
62	Junior Ranks Club	1482/36	Brick
63	Sergeants Mess	3484/36	Brick
64	Sergeants Garages (24 in no.)	.....	Pre-fab. conc
65	Single Sergeants Quarters	<u>4526/36</u>	Brick
66	Station Headquarters (SHQ)	<u>1723/36</u>	Brick
67	Oil Storage Tanks (by bldg 54)	.....	Steel
68	Air Navigation School (Nth wing)	.....	Brick
69	Air Navigation School (Duxbury Hall lecture. rm.)	.....	Brick
70	Air Navigation School (South wing)	.....	Brick
71	Air Navigation School (Trainer)	.....	Brick
72	Temporary Mobile Kitchen	.....	.....
73	Temporary Mobile Food Preparation Room	.....	.....
74	Married Officers' Quarters (semi-det.) 5 & 6 Chestnut Drive	.....	Brick
75	Married Officers' Quarters (semi-det.) 3 & 4 Chestnut Drive	.....	Brick
76	Married Officers' Quarters (semi-det.) 1 & 2 Chestnut Drive	.....	Brick
77	Married Officer's Quarters (det.) 1 Ash Grove	.....	Brick
78	Married Officer's Quarters (det.) 2 Ash Grove	.....	Brick
79	Married Officers' Quarters (semi-det.) 3 & 4 Ash Grove	.....	Brick
80	Married Officer's Quarters (det.) 5 Ash Grove	.....	Brick

81	UEF Offices 6&7 Ash Grove	.....	Brick
82	Married Officers' Quarters (semi-det.) 8 & 9 Ash Grove	.....	Brick
83	Married Officers' Quarters (semi-det.) 10 & 11 Ash Grove	.....	Brick
84	Married Officers' Quarters (semi-det.) 3 & 4 Larch Square	.....	Brick
85	Married Officers' Quarters (semi-det.) 5 & 6 Larch Square	.....	Brick
90	Married Officer's Quarters Group IV 7 Larch Square (Lancaster House)	6533/36	Brick
91	Married Officer's Quarters Group IV 1 Beech Avenue (Heyford House)	6533/36	Brick
92	Married Officer's Quarters Group V 2 Larch Square (.....)	520/39	Brick
93	Married Officer's Quarters Group V 1 Larch Square (Varsity Hall)	520/39	Brick
94	Married Officer's Quarters Group V 1 Laurel Square (Blenheims House)	520/39	Brick
95	Married Officer's Quarters Group V 2 Laurel Square (Halifax House)	520/39	Brick
96	Married Officer's Quarters Group V 3 Laurel Square (Battle House)	520/39	Brick
97	Married Officer's Quarters Group V 4 Laurel Square (Hampden House)	520/39	Brick
98	Motor Transport (M/T) Control Bldg.	.....	Brick
99	Motor Transport D.I. Bay	.....	Steel frame
100	Motor Transport Vehicle Wash	.....	Mobile Steel Gantry
101	Motor Transport Vehicle Shed	.....	Steel frame
104	Church of England Church	.....	Brick
107	Electrical Plinth near bldg. 108	.....	.....
108	Air Electronics, Engineer and Loadmaster (AEE&LS) School	.....	Brick
111	Navigation Simulator & STEF	.....	Brick
112	Central Heating Station	2918/36	Re.conc
113	Store	5798/37	Re.conc
114	Detached Bay - MTMS (Motor Transport)	5307/36	Re.conc
115	Motor Transport Office, Garage & Yard	660/36	Re.conc
118	Fire Pool (EWS) near bldg. 114	7625/39	.....
119	Compressor House (No.1)	499/36	Re.conc
120	Scrap Compound	3166/35	Conc
122	P.O.L. Store	307/36	Re.conc

123	Main Stores	<u>4287/35</u>	Re.conc
124	Station Services Sqn. (S.S.S.) Offices, Stores & Yard	<u>412/37</u>	Re.conc
125	WSM Carpenters Shop	.....	Brick
126	WSM Fitters Shop	416/37	Re.conc
127	Transformer Plinth 'A'	.....	.....
128	Main Workshops	<u>4923/35</u>	Re.conc
130	Parachute Store	<u>175/36</u>	Re.conc
132	Carpenters Shop	4347/35	Timber
133	Store	11023/40	Temp.brick
135	Office	.....	Conc. block
136	Fire Pool (EWS tank) near bldg. 135	7625/39	.....
137	M/T Refueller Control building	.....	Brick
138	M/T Refueller Compressor House	.....	Brick
139	M/T Refueller Workshop Bay	.....	Steel Frame
141	Flight Simulator	<u>1377/54</u>	Brick
142	6 Flying Training School (FTS) Headquarters	.....	Brick
146	Single Officers' Garages (10 in no.)	.....	Pre-fab. conc
147	Single Officers' Garages (5 in no.)	.....	Pre-fab. conc
148	Single Officers' Quarters - Filton Blk	.....	Brick/Steel
149	Squash Racquets Court	1420/37	Brick
150	Oil Storage Tank	.....	Steel
151	Officers Mess (Central)	570/37	Brick
152	Single Officers Quarters West Wing	941-2/37	Brick
153	Single Officers Quarters East Wing	941-2/37	Brick
154	Officers Mess Store	.....	.....
155	Portacabin 24'x9' near bldg. 151	.....	Pre-fab timber
159	P.O.L. Acid Store (adj. Hangar 3)	.....	.....
160	Machine Gun Range (4 point)	2009/36	Brick/Re.conc
161	Practice Bomb Store and Gas Chamber	1144/37	Re.conc
162	Latrine near bldg. 185	230/36	Re.conc
163	Petrol Tanker Shed (8 bay)	4157/35 6011/39	Re.conc
165	R.U. Pyrotechnic Store	2847/37	Re.conc
166	Latrine near bldg. 183	230/36	Re.conc
167	Sub-station (disused)	.....	.....
168	Sewage Pumping Station (Ash Grove)	.....	.....
169	Sewage Pumping House (by bldg. 184)	.....	.....
171	Armoury Photo. Sect., & AML Teacher	<u>4829/35</u>	Re.conc
172	Air Publications & Form Store	12385/38	Re.conc

173	Female Latrine Block	.....	Brick
174	Paint Store	230/36	Re.conc
175	R.U. Pyrotechnic Store & Paint Store	2847/37	Re.conc
176	Petrol Tanker Shed (8 Bays)	4157/35 6011/39	Re.conc
177	Bulk Oil Installation (M/T DEISO/ CIVGAS)	.....	u/g Steel Tank
178	Latrine Block (Hangar 1)	230/36	Re.conc
179	Paint Store by bldg.181	.....	.....
181	Aircraft Shed Type 'C' (300x150x35') and Annexe (No.1 Hangar)	2029/34 <u>3269/35</u>	Re.conc
182	Aircraft Shed Type 'C' (300x150x35') and Annexe (No.2 Hangar)		
183	Aircraft Shed Type 'C' (300x150x35') and Annexe (No.3 Hangar)		
184	Aircraft Shed Type 'C' (300x150x35') and Annexe (No.4 Hangar)		
185	Aircraft Shed Type 'C' (300x150x35') and Annexe (No.5 Hangar)	2505/36	
186	Ejection Seat Storage Bay	.....	Brick
191	UHF/VHF Receiver Station	.....	.....
193	Portakabin (Extension to bldg.181)	.....	Pre-fab. timber
194	Paint Spray facility (No.2 Hangar)		
195	Ground Equipment Store (near bldg.181)	.....	Steel Frame
196	Clay Pigeon Club		
199	RAF Police Dog Compound (Unit Stores)	.....	Chain-link
200	Electrical Plinth 'GG' (Unit Stores)	.....
201	Police Post (Unit Stores)	.....	Brick
202	Administration Office (Unit Stores)	.....	Brick
204	M/T Garage (Unit Stores)	.....	Brick
205	Function Unknown (Unit Stores)	.....	Mounded Re.conc
206	Electrical Test/Storage Building 'E' (Unit Stores)	<u>7488B/59/Q</u>	Brick
207	Fuel Tank & Catchpit (Unit Stores)	.....	Conc.& Steel
208	Mounded Test Building/Storage Building Type 'C' (Unit Stores)	<u>5475D/52</u>	Mounded Re.conc
209	Inflammable Store (Unit Stores)	.....	Brick
210	A-L Mounded Stores (Unit Stores)	.....	Mounded Re.conc
211	Mounded Store (Unit Stores)	.....	Mounded Re.conc
212	Building Type 'D1' (Unit Stores)	<u>8051B/54</u>	Mounded Re.conc
214	Bomb Store Type 'D2' (Unit Stores)	<u>8561/54</u>	Mounded Re.conc
216	Electrical Plinth near bldg.188	.....

217	Diesel Installation (Unit Stores)	.....	u/g Steel Tank
218	Building 'U' (Unit Stores)	<u>4426C/59/G</u> 6768/60/G 5010/59/Q	Brick
219	Stand-by Set House (Unit Stores)	.....	Brick
220	Emergency Water Supply Tank (Unit Stores)	.....	Brick
222	Battery Store	.....	Brick
223	Store Building (Unit Stores)	.....	Temp. Brick
229	Sewage Attendants Building	.....	Brick
230	Incinerator (Sewage)	9559/40	.....
231	Sludge Drying Beds	10068/40	.....
232	Disposal Plant (Sewage)	10068/40	.....
233	Humus Trench (Sewage)	10068/40	.....
238	Oil Trap (Interceptor) near bldg. 219	.....	Re. conc
239	Oil Trap (Interceptor) near bldg. 177	.....	Re. conc
240	Balancing Reservoir 'A' dispersal	.....	.....
241	Oil Trap (Interceptor) near bldg. 240	.....	Re. conc
242	Oil Trap (Interceptor) near bldg. 31	.....	Re. conc
243	Oil Trap (Interceptor) near bldg. 31	.....	Re. conc
244	Oil Trap (Interceptor) 'B' dispersal	.....	Re. conc
245	Oil Trap (Interceptor) 'C' dispersal	.....	Re. conc
246	Balancing Reservoir (External)	.....	.....
300-309	Officers Married Quarters (det) 1-10 Spruce Crescent	.....	Brick
310-311	Officers Married Quarters (det) 2-3 Beech Avenue	.....	Brick
312-313	Officers Married Quarters (det) 1-2 Birch Avenue	.....	Brick
314-324	Officers Married Quarters (semi- det) 3-24 Birch Avenue	.....	Brick
325	Officers Married Quarters (semi-det) 1&2 Bramble Way	.....	Brick
326-327	Officers Married Quarters (semi- det) 4-7 Beech Avenue	.....	Brick
328-329	Officers Married Quarters (semi- det) 4-5 (inc) Bramble Way	.....	Brick
330-332	Officers Married Quarters (semi- det) 1-6 Briar Close	.....	Brick
333-339	Officers Married Quarters (semi-det) 8-22 (inc) Beech Avenue	.....	Brick
341-345	Airmen's Married Quarters (semi-det)	.....	Brick

	7-16 (inc) Walnut Avenue		
346-352	Airmen's Married Quarters (semi-det)	.....	Brick
	13-26 (inc) Hazel Avenue		
353-356	Airmen's Married Quarters (semi-det)	.....	Brick
	17-24 (inc) Walnut Avenue		
357-358	Airmen's Married Quarters (semi-det)	.....	Brick
	1-4 Fir Tree Avenue		
359-361	Airmen's Married Quarters (semi-det)	.....	Brick
	1-6 Walnut Avenue		
362-367	Airmen's Married Quarters (semi-det)	.....	Brick
	1-12 (inc) Oak Tree Avenue		
368-369	Airmen's Married Quarters (semi- det)	.....	Brick
	5-8 (inc) Poplar Way		
370	Airmen's Married Quarters (semi- det)	.....	Brick
	27&28 Hazel Avenue		
371	Airmen's Married Quarters (semi- det)	.....	Brick
	1&2 Lilac Grove		
372	Airmen's Married Quarters (terrace)	.....	Brick
	3,4&5 Lilac Grove		
373	Airmen's Married Quarters (semi- det)	.....	Brick
	6&7 Lilac Grove		
374	Airmen's Married Quarters (semi- det)	.....	Brick
	11&12 Hazel Avenue		
375	Airmen's Married Quarters (terrace)	.....	Brick
	5-10 (inc) Hazel Avenue		
376	Airmen's Married Quarters (terrace)	.....	Brick
	1-4 (inc) Hazel Avenue		
377	Airmen's Married Quarters (terrace)	.....	Brick
	9-12 (inc) Poplar Way		
378	Airmen's Married Quarters (terrace)	.....	Brick
	28-31 (inc) Sycamore Drive		
379	Airmen's Married Quarters (terrace)	.....	Brick
	1-4 Poplar Way		
380	Airmen's Married Quarters (terrace)	.....	Brick
	32-35 (inc) Sycamore Drive		
381	Airmen's Married Quarters (terrace)	.....	Brick
	36-39 (inc) Sycamore Drive		
382	Airmen's Married Quarters (terrace)	.....	Brick
	40-45 (inc) Sycamore Drive		
383	Airmen's Married Quarters (terrace)	.....	Brick
	46-49 (inc) Sycamore Drive		
384	Airmen's Married Quarters (terrace)	.....	Brick

385	50-55 (inc) Sycamore Drive Airmen's Married Quarters (terrace)	.....	Brick
386-389	56-59 (inc) Sycamore Drive Airmen's Married Quarters (semi-det)	.....	Brick
390	4-11 (inc) Sycamore Drive Airmen's Married Quarters (terrace)	.....	Brick
391	12-17 (inc) Sycamore Drive Airmen's Married Quarters (semi- det)	.....	Brick
392	18&19 Sycamore Drive Airmen's Married Quarters (terrace)	.....	Brick
393	20-23 (inc) Sycamore Drive Airmen's Married Quarters (terrace)	.....	Brick
394-395	24-27 Sycamore Drive Airmen's Garages (12 in two groups of six) to rear of Holly Road	.....	Pre-cast conc
396-397	Airmen's Garages (22 in one group of six & one group of sixteen) to rear of Elder Grove	.....	Pre-cast conc
398	Gymnasium Boiler House (Gas)	.....	.....
399	Gymnasium	.....	.....
400	Nuffield Centre	.....	.....
401	Nuffield Centre Annexe	.....	Pre-fab conc
402	Sports Pavilion	.....	.....
403-405	Barrack Blocks 4-2	.....	Brick
406	Barrack Block 1	.....	Brick
407	Barrack Block 5	.....	Brick
408	Garage (adj. to bldg.419)	.....	Pre-cast conc
409	Case Store (near bldg.419)	.....	Brick
410	Bedding Store (near bldg.21)	.....	Brick
411	Hangar Heating Boiler Store	.....	Steel Frame
412	Fuel Catchpit & Tanks	.....	Conc/Steel Tank
413	Digital Resolution Direction Finding (DRDF) Building (CADF)	.....	Brick
414	York University Air Squadron (YUAS) Portacabin	.....	Pre-fab timber
414a	Instrument Landing System (ILS) Localiser (end of runway 02)	.....	Steel Tower
415	ILS Glide-path Building	.....	Brick
416	Air Traffic Control (ATC) Building and Plinths 'AA' & 'FF'	<u>2548A/55</u>	Brick
417	Crash/Fire Tender Building	.....	Pre-fab timber
418	Compressed Gas Compound/Building	.....	Chain-link/Steel Frame

419	Signals & Electronics Servicing Centre.	.....	Brick
420a	Air Traffic Control Portacabin	.....	Pre-fab timber
421	GRDF (main receiver)	.....	Brick
422	No Break Electricity Supply (ATC)	.....	.....
423	Precision Approach Radar (PAR) demol'd	.....	.....
424	'A' Dispersal Ground Equipment Store	.....	Temp.brick
425	'A' Dispersal Cupboard Store	.....	Temp.brick
426	'A' Dispersal Office	.....	Conc. block
427	'A' Dispersal Navigation Classroom	.....	Brick
428	'A' Dispersal M&EE Transformer Plinth	.....	.....
429	'A' Dispersal York University Air Squadron Rest/Locker Room	.....	Conc. block
430	'A' Dispersal Pyrotechnic Store	.....	Brick
431	'B' Dispersal Ground Equipment Store	.....	Temp.brick
432	'B' Dispersal Covered Store	.....	Temp.brick
433	'B' Dispersal Office	.....	Conc. block
434	'B' Dispersal Latrine Block	.....	Brick
435	'B' Dispersal M&EE Transformer Plinth	.....	.....
436	'B' Dispersal Ground Crew Rest/Locker Room	.....	Conc. block
437	'B' Dispersal Pyrotechnic Store	.....	Brick
438	'C' Dispersal Equipment Store	.....	Temp.brick
439	'C' Dispersal Covered Store	.....	Temp.brick
440	'C' Dispersal Offices (BCU)	.....	Conc. block
441	'C' Dispersal Latrine Block	.....	Brick
441a	'C' Dispersal Latrine Block	.....	Brick
442	'C' Dispersal M&E Transformer Plinth	.....	.....
443	'C' Dispersal Rest/Locker Room (Sub-Aqua Club)	.....	Conc. block
444	'C' Dispersal Pyrotechnic Store	.....	Brick
445	'D' Dispersal Equipment Store	.....	Temp.brick
446	'D' Dispersal Covered Store	.....	Temp.brick
447	'D' Dispersal Offices	.....	Conc. block
448	'D' Dispersal Latrine Block	.....	Brick
449	'D' Dispersal M&E Transformer Plinth	.....	.....
450	'D' Dispersal Ground Crew Rest/Locker Room	.....	Conc. block
451	'D' Dispersal Pyrotechnic Store	.....	Brick
452	'D' Dispersal Hawk De-tuner (demolished)	.....	Steel
453	ILS Middle Marker	.....	Brick

454	ILS Outer Marker (Lindholme)	.....	Brick
455	Officers Married Quarters (semi-det) 10&11 Beech Avenue	.....	Brick
456	Officer's Married Quarters (det) 23 Beech Avenue	.....	Brick
457	Officer's Married Quarters (det) 24 Beech Avenue	.....	Brick
458	Officer's Married Quarters (det) 25 Beech Avenue	.....	Brick
459	Officer's Married Quarters (det) 1 Maple Avenue	.....	Brick
460	Officer's Married Quarters (det) 2 Maple Avenue	.....	Brick
461-464	Officers Married Quarters (semi- det) 3-10 (inc) Maple Avenue	.....	Brick
465	Officer's Married Quarters (det) 11 Maple Avenue	.....	Brick
466	Officers Married Quarters (semi-det) 12&13 Maple Avenue	.....	Brick
467	Sewage Ejector (Railway)	.....	.....
467a	Sewage Ejector (Fir Tree Avenue)	.....	.....
468	Sewage Ejector (Central Barrier)	.....	.....
468a	Sewage Ejector (Birch Avenue)	.....	.....
469	Sewage Compressor House/Ejector (Sportsfield)	.....	.....
469a	Sewage Ejector (Elm Road)	.....	.....
470-481	Airmen's Married Quarters (semi- det) 20-41 (inc) Hawthorne Road	.....	Brick
482-483	Airmen's Married Quarters (semi-det) 23-26 (inc) Elder Grove	.....	Brick
484	Airmen's Married Quarters (terrace) 20-22 (inc) Elder Grove	.....	Brick
485	Airmen's Married Quarters (terrace) 16-19 (inc) Elder Grove	.....	Brick
486	Airmen's Married Quarters (terrace) 13-15 (inc) Elder Grove	.....	Brick
487-489	Airmen's Married Quarters (semi- det) 7-12 (inc) Elder Grove	.....	Brick
490	Airmen's Married Quarters (terrace) 13-15 (inc) Holly Road	.....	Brick
491	Airmen's Married Quarters (terrace) 16-21 (inc) Holly Road	.....	Brick

492	Airmen's Married Quarters (terrace) 22-24 (inc) Holly Road	.....	Brick
493	Airmen's Married Quarters (semi-det) 25&26 Holly Road	.....	Brick
494	Airmen's Married Quarters (semi-det) 13&14 Apple Grove	.....	Brick
495	Airmen's Married Quarters (terrace) 1-3 (inc) Holly Road	.....	Brick
496	Airmen's Married Quarters (terrace) 4-9 (inc) Holly Road	.....	Brick
497	Airmen's Married Quarters (terrace) 10-12 (inc) Holly Road	.....	Brick
498-500	Airmen's Married Quarters (semi- det) 1-6 (inc) Elder Grove	.....	Brick
501	Airmen's Married Quarters (terrace) 13-15 (inc) Hawthorne Road	.....	Brick
502	Airmen's Married Quarters (terrace) 7-12 (inc) Hawthorne Road	.....	Brick
503	Airmen's Married Quarters (terrace) 4-6 (inc) Hawthorne Road	.....	Brick
504-505	Airmen's Married Quarters (semi- det) 15-18 (inc) Apple Grove	.....	Brick
506	Airmen's Married Quarters (terrace) 3-6 (inc) Apple Grove	.....	Brick
507	Airmen's Married Quarters (terrace) 7-10 (inc) Apple Grove	.....	Brick
508	Airmen's Married Quarters (semi-det) 11&12 Apple Grove	.....	Brick
509	Airmen's Married Quarters (terrace) 1-3 (inc) Sycamore Drive	.....	Brick
510	Airmen's Married Quarters (semi-det) 11&12 Lime Avenue	.....	Brick
511	Airmen's Married Quarters (terrace) 7-10 (inc) Lime Avenue	.....	Brick
512	Airmen's Married Quarters (terrace) 3-6 (inc) Lime Avenue	.....	Brick
513	Airmen's Married Quarters (semi-det) 1&2 Lime Avenue	.....	Brick
514	Airmen's Married Quarters (terrace) 1-3 (inc) Hawthorne Road	.....	Brick
515	Airmen's Married quarters (semi-det) 1&2 Apple Grove	.....	Brick

516	Ground Radio Flight (GRF) 'Watchman' Radar Store	.....	Brick
516a	'Watchman' Radar Equipment Cabin	<u>5096/64/F</u>	Cav. brick
517	Frangible Runway Visual Range (RVR) Tower	<u>DCED(CE)7/84</u>	Timber
518	Public Address Building	.....	.....
519	Transformer Plinth 'E' near bldg.516	.....	.....
520	Airmen's Married Quarters (terrace) 1-4 (inc) Larch Avenue	.....	Brick
521	Airmen's Married Quarters (terrace) 37-43 (odd) Elm Road	.....	Brick
522	Airmen's Married Quarters (terrace) 53-59 (odd) Elm Road	.....	Brick
523	Airmen's Married Quarters (terrace) 20-26 (even) Elm Road	.....	Brick
524	Airmen's Married Quarters (terrace) 1-7 (odd) Plane Tree Way	.....	Brick
525	Airmen's Married Quarters (terrace) 9-15 (odd) Plane Tree Way	.....	Brick
526	Airmen's Married Quarters (terrace) 17-23 (odd) Plane Tree Way	.....	Brick
527	Airmen's Married Quarters (terrace) 32-36 (even) Elm Road	.....	Brick
528	Airmen's Married Quarters (terrace) 10-20 (even) Plane Tree Way	.....	Brick
529-533	Airmen's Married Quarters (semi- det) 16-30 (even) & 45-63 (odd) Elm Road	.....	Brick
534	Airmen's Married Quarters (terrace) 65-71 (odd) Elm Road	.....	Brick
535	Airmen's Married Quarters (semi-det) 14&16 Bay Tree Grove	.....	Brick
536	Airmen's Married Quarters (semi-det) 2&4 Elm Road	.....	Brick
537-538	Airmen's Married Quarters (semi- det) 5&6 and 11&12 Larch Avenue	.....	Brick
539	Airmen's Married Quarters (terrace) 10-14 (even) Elm Road	.....	Brick
540	Airmen's Married quarters (terrace) 1-31 (odd) Elm Road	.....	Brick
541	Airmen's Married Quarters (semi-det) 6&8 Elm Road	.....	Brick
542	Airmen's Married Quarters (terrace)	.....	Brick

	38-44 (even) Elm Road		
543	Airmen's Married Quarters (terrace)	.....	Brick
	6-12 (even) Cypress Avenue		
544	Airmen's Married Quarters (terrace)	.....	Brick
	7-10 Larch Avenue		
545	Airmen's Married Quarters (terrace)	.....	Brick
	2-8 (even) Plane Tree Way		
546	Airmen's Married Quarters (terrace)	.....	Brick
	5-9 (odd) Cypress Avenue		
547	Airmen's Married Quarters (semi-det)	.....	Brick
	33&35 Elm Road		
548-549	Airmen's Married Quarters (semi- det)	.....	Brick
	1&3 and 2&4 Cypress Avenue		
550	Airmen's Married Quarters (semi-det)	.....	Brick
	46&48 Elm Road		
551-556	Airmen's Married Quarters (semi- det)	.....	Brick
	2-12 (even) & 1-11 (odd) Bay Tree Grove		
557	Airmen's Garages (five in No.)		
560	'B' Centre (B1.b) end of runway 02	.....	.....
561	Transformer Plinth 'R' (B1.b)	.....	.....
570	'B' Centre (B1.a) (Storage Area)	.....	.....
571	'B' Centre (B1.a) end of runway 20	.....	.....
572	Transformer Plinth 'C' (B1.a)	.....	.....
573	Estates Office	.....	.....
574 & 574a	Squash Courts 1&2 near bldg.399	.....	.....
575	9 Air Experience Flight (AEF)	.....	Pre-fab timber
	Temp.Office (Portacabin)		
576	Handling and Rect. Flt by bldg.185	.....	.....
577	'A' Dispersal Headquarters Building	.....	.....
578	Rectification Flight by bldg.184	.....	.....
579	Training Annexe	.....	.....
580	Navigation School Annexe	.....	.....
582	Vibration Control Centre	.....	.....
583	Crown 'Watchman' Radar 10 m Tower.	<u>SEE/224799</u>	Steel
584	Air Electronics, Engineer &	.....	.....
	Loadmaster school (AEE&LS) Annexe		
585	MET Compound & Building
586	Storage Building near bldg.399
587	PED Flight Store

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- 277F/5 **Station Sign** and unit badges.
277F/4 **Main Gate** viewed from the south.
277G/25 **Gate Guardian** Gloster Meteor F8 - WK864 in colours of No.616 Squadron.
277F/3 **Guardroom** (bldg.38) view from southwest.
277F/6 **Dining Room** 820 Corporals & Airmen (bldg.17) main elevation viewed from the south.
277J/18 **Barrack Block type 8/84** (H block) (bldg.14) main elevation viewed from the southeast.
277J/21 **Central Heating Station and Fuel Yard** type B.1 (bldg.21) viewed from the south.
277J/19 **FFMT Shed** (station cinema) (bldg.22) viewed from the southeast.
277E/13 **Single Sergeant's Quarters** (bldg.65) front elevation viewed from the south.
277E/12 ditto rear elevation viewed from the southeast.
277G/26 **C of E Church** (bldg.104A) viewed from S.S.West.
277E/10 **Barrack Block type Q** (bldg.60) oblique view of main elevation from the southeast.
277E/11 ditto oblique view of rear elevation from the southwest.
277G/27 **Barrack Block type R** (bldg.40) main elevation view from the west.
277E/18 **Barrack Block type Q** (bldg.59) rear elevation viewed from the southeast.
277E/9 **Sergeant's Mess** (bldg.63) main elevation viewed from the southeast.
277E/6 **Combined Dining Room & Institute** (junior ranks club) (bldg.62) viewed from the southeast.
277E/8 ditto detail of doorway and flanking windows.
277E/15 **Ration Store** (bldg.61) viewed from the southeast.
277D/21 **Single Officers Quarters** east wing (bldg.153) viewed from the southeast.
277D/22 **Officers Mess** (bldg.151) view from the southeast.
277D/23 ditto detail of main entrance.
277D/24 **Squash Racquets Court** (bldg.149) viewed from the northeast.
277E/14 **Station Headquarters (SHQ)** (bldg.66) main elevation viewed from the southeast.
277F/26 ditto rear elevation viewed from the northwest.
277J/2 **Wireless Station** (W/T station) (bldg.10) viewed from the north.
277J/17 **Sub-station** (bldg.24) viewed from the southwest.
277E/7 **Sick Quarters & Annexe** seven beds (bldg.58) general view from the southwest.
277E/17 ditto view from the west.
277E/16 ditto view of annexe.

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- 277D/1 **Stand-by Set House** (bldg.54) view from southwest.
277E/22 ditto view from southeast.
277E/21 **Oil Storage Tanks & Fuel Catchment** (bldg.67) viewed from the southeast.
277E/19 **Gas Decontamination Centre** (bldg.56) viewed from the southwest.
277D/3 ditto
277D/18 **Carpenters Shop** formerly the Dinghy Store and Bombing Lecture Room (bldg.132) viewed from the southwest.
277D/15 **Parachute Store** (bldg.130) main elevation viewed from the south.
277D/16 ditto rear elevation viewed from the west.
277D/14 **Main Workshops** (bldg.128) viewed from the south:
277D/35 **Station Services Squadron** formerly the Air Ministry Works Directorate offices, stores and yard (bldg.124) viewed from the east.
277D/36 **WSM Fitters Shop** formerly the Gas Defence Centre (bldg.126) viewed from the north.
277E/29 **Gun Post** adjacent to bldg.119 view from the south.
277E/4 **Main Stores** (bldg.123) viewed from the south.
277D/32 **Armoury, Photo Section & AML Trainer** (bldg.171) viewed from the west.
277E/2 ditto detail of northeast elevation of the armoury.
277D/34 **Motor Transport Office, Garage & Yard** (bldg.115) viewed from the W.N. West.
277E/30 ditto southwest garage range viewed from the east.
277F/7 ditto view from the north.
277E/5 **Paint Oil & Lubricant Store** formerly the Lubricating Oil & Inflammable Store (bldg.122) viewed from the south.
277D/33 **Central Heating Station** (bldg.112) main elevation viewed from the west.
277F/12 **Disinfectant House** (bldg.113) view from the Northwest.
277E/31 **Compressor House** (bldg.119) viewed from the south.
277D/2 **Petrol Tanker Shed** 8 bay (bldg.163) main elevation viewed from the west.
277D/13 **Latrine** formerly WAAF Technical Latrine (bldg.166) viewed from the west.
277E/35 **Hangars 1 - 4** general view from the south.
277E/32 **Hangar 1** Aircraft Shed, C type, 300' x 150' x 35' (bldg.181) viewed from the southwest.
277G/31 ditto interior, detail of steel girder cross bracing to end bay.
277G/34 ditto interior, detail of roof structure.
277G/33 ditto interior, general view from W.S. West.
277G/28 **Hangar 1** Aircraft Shed, C type, 300' x 150' x 35' (bldg.181) interior

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view with a BAe Nimrod AEW.3 Air Engineering Sqn Ground Instructional Aircraft.

- 277G/30 ditto interior, detail of 100 Squadron badge painted on the west doors of the hangar, signed Buncie and A Fenton August 1995.
- 277E/36 **Hangars 4 & 5** (bldg.s 184 & 185) viewed from the southeast.
- 277D/29 **Hangar 4** (bldg.184) viewed from the southwest.
- 277D/30 ditto detail of south elevation.
- 277D/31 ditto detail of hangar door trestle.
- 277D/27 **Hangar 5** (bldg.185) viewed from the southwest.
- 277D/26 **Practice Bomb Store & Gas Chamber** (bldg.161) viewed from the southeast.
- 277F/9 **Machine Gun Range** (bldg.160) rear elevation of the butt wall viewed from the southwest.
- 277J/3 **Gymnasium & Chapel (disused)** (bldg.7) viewed from the southeast.
- 277D/20 **Turret Trainer (two bay)** (bldg.133) viewed from the northwest.
- 277D/19 ditto view from the north.
- 277D/17 ditto rear elevation viewed from the southeast.
- 277D/7 **Air Raid Shelter** surface type adjacent to frying-pan aircraft dispersals near Bury Farm, Finningley, viewed from the southwest.
- 277D/4 **Air Raid Shelter** surface type adjacent to Marr Flats Plantation, viewed from the northwest.
- 277D/5 ditto south elevation, note collapsed brick blast wall.
- 277H/3 **Air Traffic Control Building (ATC) 'Vertical Split Control Type'** (bldg.416) rear elevation viewed from the southeast.
- 277H/12 ditto interior, grd. floor, detail of staircase.
- 277H/5 ditto interior, grd. floor, Radio Equipment room viewed from the southwest.
- 277H/6 ditto interior, grd. floor, Radio Equipment Room viewed from the northeast.
- 277H/7 ditto interior, 1st. floor, Approach Room viewed from the northeast.
- 277H/8 ditto interior, 1st. floor, Approach Room, detail of tote board.
- 277H/9 ditto interior, 2nd. floor, Visual Control Room viewed from the east.
- 277H/10 **Signal Square & Airfield Code Letters** elevated view from ATC building.
- 277D/6 **Air Traffic Control Building & Crash/Fire Tender Building** general view from the southwest.
- 277H/14 **ILS Glide-path Building** and aerial (bldg.415) view from the south.
- 277H/13 ditto interior, showing equipment cabinet.
- 277H/16 **GRDF** former (HF/DF) building (bldg.421) view from the south.
- 277H/15 ditto interior, showing equipment cabinet.

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- 277H/19 DRDF building (bldg.413) low angle view to show wire mesh false datum.
277H/20 ditto view from S.East.
277H/18 ditto interior, detail of equipment cabinet.
277G/14 'Watchman' Radar Equipment Cabin & Store (bldg. 516/516a) view from the west.
277F/2 Runway Threshold Lighting, runway 02/20.
277G/19 Precision Approach Path Indicator (PAPI), threshold of runway 02/20.
277F/1 Runway Threshold Light, single type, Thorn - 2207/1715 HIA B1.
277G/36A Runway Threshold Light, double type, Thorn - 2207/1120 ERH B2T.
277E/34 Perimeter Track Light, GEC - K071Y FAA L852.
277G/15 Runway Light, Luminaire Spare Ltd - Lum type LR22-6D.
277G/16 Flarepath Light PSA type MP1, runway 02/22.
277G/17 Flarepath Light PSA type ???, runway 02/22.
277E/33 Perimeter Track Light, AH T2 Mk III light.
277J/20 Barrack Block 5 (bldg.407) main elevation, viewed from the southeast.
277J/23 ditto rear elevation, viewed from the southwest.
277J/22 Nuffield Centre Annexe (bldg.401) view from the southeast.
277F/15 6 Flying Training School Headquarters (bldg.142) former TYPE (Bomber) Operations and Briefing Block with later secondary range nearest camera, viewed from the northeast.
277F/18 ditto view from southwest.
277F/16 Flight Simulator (bldg.141) view from northeast.
277F/17 Office (bldg.135) view from southeast.
277F/8 Signals & Electronics Servicing Centre (bldg.419) general view from the west.
277G/1 ditto detail of main structure viewed from the west.
277H/30 Type B1 Site - Unit Stores general view from S.S.West.
277G/11 Type B1 Site - Unit Stores general view from roof of building 208.
277G/2 Type B1 Site - Unit Stores, Guardroom (bldg.201) main elevation viewed from the northeast.
277H/22 Type B1 Site - Unit Stores, Guardroom (bldg.201) rear elevation viewed from the west.
277H/21 Type B1 Site - Unit Stores, Administration Office (bldg.202) main elevation viewed from the southeast.
277G/4 Type B1 Site - Unit Stores, Motor Transport Garage (bldg. 204) viewed from the east.
277G/3 Type B1 Site - Unit Stores, Stand-by Set House (bldg.219) viewed from the northwest.
277H/20 ditto view from southwest.

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- 277G/5 **Type B1 Site - Unit Stores**, Electrical Test building (bldg.206) view from the west.
- 277H/25 ditto
- 277G/6 **Type B1 Site - Unit Stores**, Store Building (bldg.223) viewed from the west.
- 277G/7 **Type B1 Site - Unit Stores**, Building 'U' (bldg.218) viewed from the west.
- 277G/8 ditto view from the south.
- 277H/3 **Type B1 Site - Unit Stores**, unidentified mounded building (bldg.205) viewed from the east.
- 277H/24 ditto view of covered way.
- 277H/26 ditto view from southwest.
- 277H/27 **Type B1 Site - Unit Stores**, Building 'C' Mounded Test/Storage Building (bldg.208) view from the northeast.
- 277H/28 ditto interior, view from south.
- 277G/13 ditto view from the south.
- 277H/29 **Type B1 Site - Unit Stores**, Inflammable Store viewed from the northeast.
- 277G/10 **Type B1 Site - Unit Stores**, general view of earth revetment covering the Mounded Stores RA Type 'A' (bldg.s 210 a-l and 211), viewed from the N.West.
- 277G/9 **Type B1 Site - Unit Stores**, Mounded Store RA Type 'A' (bldg.210G), detail of entrance.
- 277G/12 **Type B1 Site - Unit Stores**, Building 'D1' Mounded Preparation (bldg.212) viewed from the west.
- 277H/33 ditto viewed from the east.
- 277H/31 **Type B1 Site - Unit Stores**, general view of Bomb Stores type 'D2' viewed from the northwest.
- 277H/35 **Type B1 Site - Unit Stores**, Bomb Store type 'D2' (bldg.214B) view from the south.
- 277H/36 ditto view of southern covered way.
- 277H/34 ditto (bldg.214F) view from south.
- 277G/18 **Frangible Runway Visual Range (RVR) Tower** (bldg.517) view from the southwest.
- 277G/20 'A' Dispersal general view from the southwest.
- 277G/22 'A' Dispersal Ground Equipment Store, Cupboard Store (former Covered Store) & Office (bldg.424,425 & 426) viewed from the W.S.West.
- 277G/21 'A' Dispersal Power Distribution Cubicles.
- 277G/23 'A' Dispersal Yorkshire Universities Air Squadron (YUAS) Rest/Locker Room (bldg.429) viewed from the northwest.
- 277G/24 ditto detail of YUAS crest.
- 277D/8 'D' Dispersal general view from S.S.East.

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- 277D/9 'D' Dispersal Covered Store (bldg.446) rear elevation viewed from the southwest.
- 277D/10 'D' Dispersal Offices (bldg.447) rear elevation viewed from the southwest.
- 277D/11 'D' Dispersal Ground Crew Rest/Locker Room (bldg.450) viewed from the southwest.
- 277F/13 Hangar Heating Boiler Store (bldg.411) viewed from the west.
- 277F/14 Fuel Catchment & Oil Tanks (bldg.412) viewed from the west.
- 277F/19 Air Electronics Engineer & Loadmaster School (AEE&LS) (bldg.108) viewed from the southwest.
- 277F/20 Navigation Simulator & STEF (bldg.111) viewed from the southeast.
- 277D/25 Single Officers Quarters - Filton Block (bldg.148) viewed from the southeast.
- 277F/23 Air Navigation School (north wing) (bldg.68) viewed from the northeast.
- 277F/22 Air Navigation School (south wing) (bldg.70) with the Air Navigation School (Trainer) to the rear, viewed from the southeast.
- 277F/24 Air Navigation School main entrance viewed from the northeast.
- 277F/25 Air Navigation School - Duxbury Hall Lecture Room (bldg.69) viewed from the east.
- 277F/21 Motor Transport (M/T) Control Building (bldg.98) viewed from the northeast.
- 277F/11 Motor Transport Refueller Control Building (bldg.137) viewed from the southeast.
- 277D/28 Motor Transport Refueller Workshop Bay (bldg.139) viewed from the northwest.
- 277F/10 ditto
- 277E/1 Defence Post up-turned reinforced concrete pipe type adjacent to bldg.172, viewed from the east.
- 277E/3 ditto detail of interior.
- 277E/24 Defence Post up-turned reinforced concrete pipe type adjacent to the gas decontamination block bldg.56.
- 277E/23 Yarnold Sangar impression left in ground by the removal of a Yarnold Sangar adjacent to Laburnum Grove.
- 277J/16 Married Officer's Quarters Group II, Vulcan House, 1 Cedar Close, main elevation viewed from the north.
- 277J/15 ditto rear elevation viewed from the southeast.
- 277J/10 Married Officer's Quarters Group III, Stirling House, 1 Rowan Close, main elevation viewed from the northwest.
- 277J/9 ditto viewed from the northeast.
- 277J/11 Married Officer's Quarters Group IV, Lancaster House, 7 Larch Square,

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- main elevation viewed from west northwest.
- 277J/12 **Married Officer's Quarters Group V**, Varsity Hall, 1 Larch Square, main elevation viewed from the northwest.
- 277J/13 **Married Officer's Quarters Group V**, Halifax House, 2 Laurel Square, main elevation viewed from the northeast.
- 277J/14 **Married Officer's Quarters Group V**, Hampden House, 4 Laurel Square, main elevation view from the East.
- 277F/33 **Airmen's Married Quarters**, 19 - 24 Willow Crescent, viewed from the north.
- 277E/26 **Airmen's Married Quarters**, 1 - 2 Laburnum Close, rear elevation viewed from the southeast.
- 277E/25 **Airmen's Married Quarters**, 17 - 22 Yew Tree Drive, main elevation viewed from the southwest.
- 277E/27 ditto rear elevation viewed from the southeast.
- 277J/8 **Officers Married Quarters**, 5, 3 & 4 Ash Grove, general view from the northeast.
- 277J/5 **Officers Married Quarters**, 3 & 4 Maple Avenue, main elevation viewed from the northwest.
- 277J/6 **Officers Married Quarters**, 11 Maple Avenue, main elevation viewed from the north.
- 277J/7 **Officers Married Quarters**, 12 & 13 Maple Avenue, main elevation viewed from the northeast.
- 277F/32 **Airmen's Married Quarters**, 11 & 12 Oak Tree Avenue, main elevation viewed from the north.
- 277F/27 **Airmen's Married Quarters**, 17 & 18 Walnut Avenue, main elevation viewed from the west.
- 277F/28 **Airmen's Married Quarters**, 15 & 16 Walnut Avenue, main elevation viewed from the south.
- 277F/30 **Airmen's Married Quarters**, 1 & 2 Lilac Grove, main elevation viewed from the northeast.
- 277F/31 ditto rear elevation viewed from the southeast.
- 277F/29 **Airmen's Married Quarters**, 5 - 10 Hazel Avenue, main elevations viewed from the southwest during renovation (March 1996).
- 277J/1 **Airmen's Married Quarters**, 6 & 8 Bay Tree Grove, main elevation viewed from southwest.
- 277F/36 **Airmen's Married Quarters**, 11 & 9 Bay Tree Grove, main elevation viewed from the southeast.
- 277F/34 **Airmen's Married Quarters**, 23 - 17 Plane Tree Way, main elevations viewed from the northwest.
- 277F/35 **Airmen's Married Quarters**, 38 - 42 Elm Road, main elevations viewed from the east.

- 277J/4 **Finningley Community Centre, view from the Southwest.**
277H/1 **Military Plot, St Oswalds Cemetry, general view from the east.**
277H/2 **War Grave, of an unidentified airmen, St Oswalds Cemetry.**

The logo consists of a black square containing three white, stylized, wavy horizontal lines. To the right of the square, the words "NATIONAL", "MONUMENTS", and "RECORD" are stacked vertically in a serif font, separated by thin horizontal lines.

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