

Part 7: Post-War Airfield Buildings

7.1 Introduction and Notes on Sources to Parts 7 to 12

7.1.1 Parts 7 to 12

Part 7 is the start of the gazetteer of buildings, beginning with the post-war structures out on the airfield, while parts 8 to 12 are standalone reports covering the control tower / hangars (Part 8), technical area (Part 9), domestic site (Parts 10/11) and bomb stores (Part 12). For convenience, buildings of similar function or type design have been placed together under the same titles regardless of location.

The building numbering system above 71 does not necessarily follow any logical order, while buildings numbered below 60 are generally (but not exclusively) those relating to the original pre-war build. There has been a lot of confusion with the existing building numbering with regards to the many prefabricated structures and dispersed cabins, mainly because the cabins tended to move around the site, and their locations depended on what date the airfield site plan was produced.

For clarity I have identified building numbers in brackets except the table in Annex 'B' which is a list of all known numbered buildings present in the year 2000. Type design buildings or building groups have been combined under one heading, even though they might be located at different parts of the airfield, for example BFI # 5 and BFI #6.

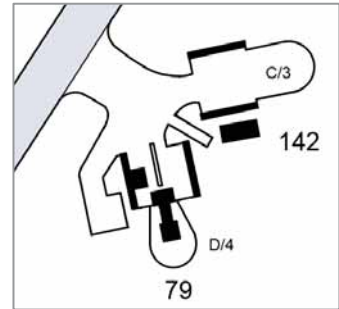
The gazetteers are based on the in-house drawing collection and fieldwork which was carried out over a two-week period in June and a week in August 2013. The quality of the digital drawing collection is quite poor, in most cases very difficult to read and is vast but includes much repetition.

7.1.2 Part 7

It is not easy to categorically say that any of these structures are individually important as most have deteriorated through lack of maintenance or have vital components missing, but when considered as a group, then they have significant group value. Any building that is to be demolished should be properly recorded.

7.2 Jaguar Installed Engine Test Facility (IETF) and Attenuation Cabin (79)

Located on stand 4 / 'D' is an exhaust detuner unit manufactured by IAC Aviation, and a brick-built control cabin. Instead of removing an engine from the aircraft for testing, this arrangement was for an aircraft to back-up to a purpose-built detuner so that both engines can be tested in situ at the same time. The front section or collector takes the exhaust efflux from both engines and cold air is drawn in from the upper section; the cooler exhaust stream is then blown into a tubular section before it is directed upwards through a vertical stack.



The attenuation cabin is a single-storey 11 in cavity brick building with single access. It has a flat timber roof.

- NGR: (79) TG 26017 22241, (detuner) TG 26026 22231



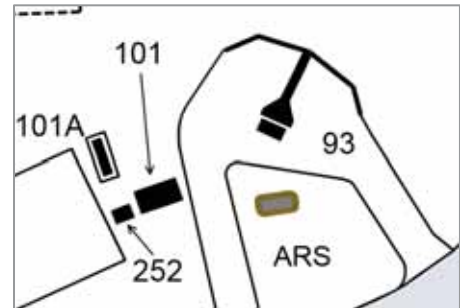
Plate 52: Jaguar installed engine test facility (79)



Plate 53: Jaguar installed engine test facility (79)

7.3 'B' Centre (101 and 102)

There are two 'B' centres, one each at the '04' and '22' runway ends; they were essentially remote switching centres, taking selected electronic analogue commands from the 'A' centre located in the control tower to switch half of the lighting of one half of the runway. They each controlled one half in case the other failed, so that there should always be sufficient lighting remaining in case of malfunction of one circuit.



They are single storey with a rectangular-shaped planform, constructed with external walls of 11 in windowless but vented cavity brick, and internal walls of solid 9 in brick. The roof is constructed of hollow Bisson concrete beams. Room arrangement is three rooms with a network of floor cable ducts set two feet into the concrete floor serving the three rooms. The cabling entered the main room which functioned as a controlled switch room, and this room occupies half of the building. The other half is sub-divided into two unequal parts, consisting of a battery and power intake room and a high-voltage regulator room which is only accessible from outside; all external doors are steel fireproof doors and frames. They are associated with electric sub-stations (246 'A' and 252 'H') as well as two deployable standby set units (101A and 101B), but both of these were removed in 2006. Building 102 has the airfield Morse code pundit beacon fixed to the roof.

- Footprint: 34 ft 9 in by 19 ft 7 in, (10.59 by 5.97 m)
- NGR: (101) TG 26742 23371, (102) TG 25786 21893,
(101A) TG 26728 23381, (101B) TG 25773 21903,
(246A) TG 25778 21887, (252H) TG 26734 23364



Plate 54: 'B' centre (101)



Plate 55: Deployable stand-set units (101A)



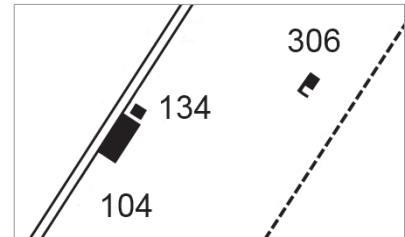
Plate 56: Deployable stand-set units (102A)

Photos: Aldon Ferguson 2006

7.4 Tactical Air Navigation System (TACAN) Building (104) and Tower (134)

7.4.1 Introduction

TACAN is a navigation system used by military aircraft equipped with TACAN avionics and it is used for en route navigation as well as non-precision approaches to the runway. The system evolved from the wartime Oboe system.



7.4.2 Building 104

Constructed c.1978, the TACAN building is a single-storey rectangular-shaped windowless building constructed of brick and concrete block cavity walls with a flat concrete slab roof covered in felt. It has two rooms, separated by a dividing wall, each with single access and these functioned as a power room (single door) and the equipment room (double door).

7.4.3 Tower (134)

Adjacent to the NE end elevation is a steel self-supporting 35 ft high TACAN tower; it is constructed of a series of 5 ft lattice girder units (square-shaped in plan), bolted together and fixed to a concrete foundation (low) plinth. It contains a platform with railings, obstruction lights and the supporting circular framework for the antenna which is missing.

- NGR: (104) TG 26126 21659, (134) TG 26130 21665



Plate 57: TACAN building (104) and tower (134)

7.5 Flying Club Buildings (140), Toilet (107) and Store (169)

Building 140 is the old 41 Squadron main operations cabin but in more recent years it was used as the flying club, while building 169 used to be a 6 Squadron revetment cabin until it was moved to this site. Since this photo was taken (169) has been redeployed to RAF Odiham. Building 107 is a Portaloo cabin and used to be known as Revetment 'A' toilet.

- NGR: (107) TG 26124 22406, (140) TG 26120 22413,
(169) TG 26124 22406

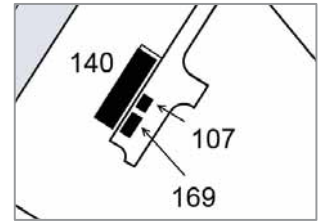


Plate 58: Flying Club store (169) on left

Photo: Aldon Ferguson 2006



Plate 59: Portaloo (107) formally (17) (elsewhere)

7.6 Instrument Landing System Glide Path (135 / 240) and Localiser (241)

The Instrument Landing System (ILS) generates horizontal and vertical radio 'beams' (therefore effectively a narrow 'cone') extending out from the runway, down which the aircraft can be guided to the threshold.

7.6.1 Glide Path

The glide path's function is to enable the pilot to control his aircraft on approach to the runway in a vertical sense so that his glide slope indicator in the cockpit is centred on the display. This ensures that the aircraft follows the glide path (typically 3 degrees, i.e. losing height of 300 feet per nautical mile) in order that it remains above obstructions and reaches the runway at the correct touchdown point. The system was installed c.1972 at Coltishall.



- Footprint: 17 ft 9 in by 13 ft 9 in (5.40 by 4.109m)
- NGR: TG 27312 23488

7.6.2 Localiser

The localiser is an antenna array located at the departure end of the runway. Its function is to guide the pilot to the runway centreline, the pilot controlling his aircraft by looking at the needle on the aircraft omni-bearing indicator which shows any deviation from the runway centre line. The pilot adjusts his flight path until the instrument's needle is dead centre which coincides with the physical runway centreline.

- NGR: TG 26116 22158

7.6.3 Buildings

Both buildings are similar consisting of cement rendered single-storey windowless but vented buildings with a concrete slab roof. The glide path version is positioned on the eastern side of the runway at the '22' end. Its actual position is 650 feet from the end of the runway and 360 feet from the runway edge; the glide path version is associated with an antenna array (135) but this is now missing. The localiser is approximately 1,200 feet from the runway end and 360 feet from the runway edge.

They have a single entrance at the NE end elevation, and are also located at the NE end of a concrete 'Y'-shaped path, the arms of the 'Y' are curved as these contain marker pegs for setting up the aerial plinth and ultimately the beam.



Plate 60: Glide path building (135)

7.7 Nos. 6, 41 and 56 Squadrons Dispersal Cabins

7.7.1 Revetment, Resource and Standby Operations Cabins

Revetment cabins replaced the Uni-Seco armouries on the protected aircraft hardstandings and these were erected after May 1986 – all of the original armouries having been demolished c.1985. The original armouries were also numbered differently from the new cabins. The ‘new’ cabins are believed to be Elliot-Medway portable units constructed of steel-framed units with timber-framed panels clad externally with Colorcoat steel sheeting and internally with plasterboard. Many of these were removed in 2006 and deployed elsewhere, in particular to RAF Odiham.

They were not necessarily erected in the exact same positions of the old armouries; typically a pair of hard standings would have either two revetment cabins or a revetment cabin as well as a resource cabin, or a standby ops and a resources cabin, while the original idea was to have just one armoury. Altogether at Coltishall, there were twelve of the smaller revetment types (four for each squadron), which were arranged open plan while there were just three resource cabins (one for each squadron and these had two equal sized rooms. Standby operations cabins were allocated one per squadron, they were internally arranged as a flying clothing store, planning room and engineering operations.

- Footprint: Revetment Cabin: 9 ft 8 by 8 ft 10 in (6 by 2.7 m)
 Recourse Cabin: 19 ft 8 in by 17 ft 4 in (6 by 5.3 m)
 Standby Operations: 19 ft 8 in by 31 ft 6 in (6 by 9.6 m)

7.7.2 Main Operations Cabins

One main operations cabin was supplied to each squadron. They were all similar, except the 6 Squadron cabin (171) was the only one which had an attached toilet block annexe at the rear. Rooms were arranged as follows: flying clothing store, cine briefing, and a large planning room with a partitioned area for intelligence briefing. The final room was an engineering ops room. These were located away from the protected aircraft hardstandings. Building 140 became the flying club room. They consist of four small cabins bolted together as one unit.

- Footprint: 19 ft 8 in by 63 ft (6.0 by 19.2 m)
- NGR: (140) (41 Squadron) TG 26119 22413 , (171) (6 Squadron) TG 27299 22909, (181) (54 Squadron) TG 27158 22387

Summary of Squadron Dispersal Cabins Located on Protected Aircraft Hardstandings				
Squadron	Bdlg #.	Stand No.	Details	NGR (TG)
41	141	2	Revetment cabin on existing concrete	26107 22314
	142	3	Standby operations cabin on new concrete	26047 22253
	144	5a	Resources cabin on existing concrete	25973 22111
	143	7	Revetment cabin on existing concrete	25880 22013
	146	9	Revetment cabin on existing concrete	25801 21984
	?	11	Revetment cabin on existing concrete	25887 22187
6	165	40	Revetment cabin on existing concrete	27156 23074
	166	41	Revetment cabin on new concrete	27138 23039
	167	42	Standby cabin on existing concrete	27132 22937
	168	43	Resources cabin on new concrete	27127 22889
	169	44	Revetment cabin on existing concrete	27212 22828
	170	45	Revetment cabin on new concrete	27203 22792
54	175	46	Revetment cabin on existing concrete	27217 22701
	176	47	Revetment cabin on new concrete	27239 22652
	177	48	Standby operations on existing concrete	2726? 2257?
	182	49	Recourses cabin on new concrete	27230 22511
	179	50	Revetment cabin on existing concrete	27160 22468
	180	51	Revetment cabin on new concrete	27107 22440
Note that the cabins were deployable buildings and in some cases moved around the station, so the NGRs given in this list may differ from those in Annex ‘B’ but they are correct for 1986				



Plate 61: Resources cabin (144)



Plate 62: Standby cabin (167)



Plate 63: Main operations cabin / flying club of 41 Squadron (140)

Photo: Aldon Ferguson

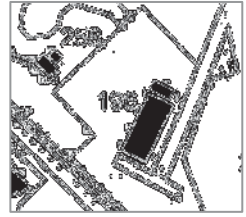


Plate 64: 6 Squadron main operations cabin (171), interior

7.8 UNITER (196)

7.8.1 Introduction

UNITER provided a resilient switching network and an on-site communications facility for operational RAF stations. It is not an acronym, but a project name denoting the fact that it provided new operational communications to meet a defined threat, and in so doing subsumed a number of other obsolescent voice and data networks. There were 43 UNITER sites built across the UK.



The original communications equipment designs were the brainchild of Plessey and GEC, but these two telecom businesses merged in 1988 as GEC-Plessey Telecommunications, then as GPT and later still as Marconi. GEC-Plessey Telecommunications was the prime contractor for UNITER. The company was responsible not only for the entire network design and installation of equipment at RAF stations, but also for the design and layout of the hardened building which housed it. By May 2002, the network had been downsized by Marconi to achieve cost savings and was reduced to 32 sites. It is unknown how many, if any at all, are in commission in 2013.

7.8.2 Building 196

There are two identical UNITERs present at Coltishall (NUB 1 and 2), the latter, (building 196 is the dispersed one. It is a generic design type 3 (large soft) and its designation nationally was 1001 (U). It was completed and operational in September 1993 it was designed by Scott Wilson Kirkpatrick and constructed by Lorne Stewart PLC.

It has two rooms at ground floor level consisting of the technical area, a plant room, and above this room is a plant penthouse. Outside, close to the plant room is a diesel fuel tank in a brick bund.

The building is constructed of concrete block cavity walls with a concrete slab over the plant room and penthouse plus another over the technical room which is carried on a series of capsulated steel beams. It is located within a gated compound and access was not possible.

- NGR: (196) TG 26520 22067



Plate 65: UNITER (196)

7.9 Emergency Air Traffic Control (214)

The emergency air traffic control tower is a small single storey brick-built cement rendered building, with a nominal square-shaped planform. It has a steel framework inside that supports a small visual control room on the roof.

- Footprint: 16 ft 4 in by 18 ft 1 in (4.98 by 5.50 m)
- NGR: (214) TG 26858 22656

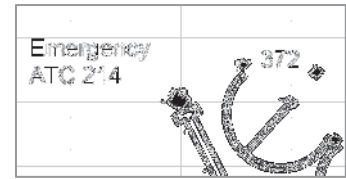
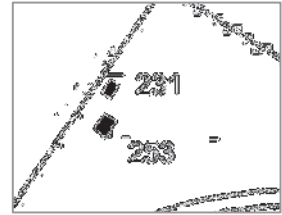


Plate 66: Emergency air traffic control building (214)

7.10 Telescramble North (231) and South (306)

7.10.1 Telescramble System

The telescramble system at Coltishall was distributed to control boxes in the combined operations centre (33), air traffic control (16) and the V-bomber dispersal operational readiness platforms (ORPs) sited adjacent to the runway. There was a feed from control boxes located in the telescramble buildings to the ORP via rubber connectors situated on the grass between the pans. The V-bombers were connected via a flexible cable plugged into the rear underside of the aircraft, which then put the aircraft online into the system. Any broadcast from RAF Strike Command came directly to the pilot and crew via their headsets; the local control ops could also speak to the aircraft commander on the ORP but not back into the system. In this way aircraft could be brought to readiness.



7.10.2 Buildings

The northern building is almost completely hidden at the edge of the wood beyond the Heras fencing. It is purpose-built, single-storey windowless 9 in brick (English bond) building with a nominal square-shaped planform. It has a single entrance on the north elevation which is blocked up, hence access was not possible.

- Footprint: 7 ft 6 in by 8 ft 6 in (2.29 m by 2.59 m)
- NGR: (231) TG 27105 23845, (306) TG 26170 21670

The southern building (306) appears to be a former WWII airfield lighting mechanical and electrical plinth that has been utilised as a telescramble building.

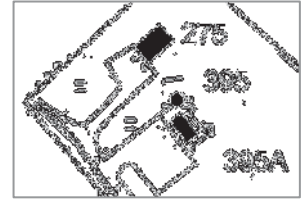


Plate 67: Telescramble building north (231)

7.11 UHF / VHF Transmitter Building (275) and Watchman Radar Tower (395)

7.11.1 UHF / VHF Transmitter Building

The transmitter building was constructed c.1962 a short distance from an existing emergency crash exit road; it would have had an adjacent 90 ft timber tower but this has been demolished. It is a single-storey brick-built (11 in cavity) structure with a rectangular-shaped planform. It had a flimsy light-weight timber roof, the covering of which is missing leaving the fabricated timber trusses exposed. There are a series of metal windows set within continuous lintel and sill bands along both side elevations. There are two access points with timber doors, one to a plant room and the other to the main room. Access was not possible.



7.11.2 Introduction to Watchman Radar

The original makers Plessey Radar Ltd designed and built Watchman radar units, which were then developed by Marconi Electronic Systems; the rights were then acquired by BAE when it absorbed that company in 1999 becoming BAE Systems. The radar provides air traffic control approach surveillance as well as ground controlled approach surveillance and is still used for UK military and civilian airports.

7.11.3 Watchman Radar at Coltishall

Constructed in February 1998 on the UHF/VHF transmitter site by John Martin Construction Ltd and fabricated by PERI Formwork Engineering (a German company), the tower is constructed from four circular reinforced concrete units with single access door. It has a concrete slab roof with railings and obstruction lights. This supported the radar scanner but this has since been removed – the supporting cabin (395A) has also been removed.

- Footprint: 39 ft 4 in (12 m) high by 11 ft 6 in (3.5 m) in diameter (395)
- NGRs: (395) TG 25708 22225, (395A) TG 25713 22218, (275) TG 25702 22242



Plate 68: Watchman radar tower (395) with transmitter building (275) in the background



Plate 69: UHF / VHF transmitter building (275), exterior



Plate 70: UHF / VHF transmitter building (275), interior

7.12 Waste AVTUR Store (288)

Constructed on fighter stand 11, is a gated compound for storing waste AVTUR; it consists of a 2-bay, 23 ft 4 in span Belcon portal open reinforced concrete framework with wall posts at 15 ft centres. The roof is sheeted with profiled metal cladding, but all four sides are open with 6 in dwarf walls which form a shallow bund.

▫ NGR: (288) TG 26027 22442

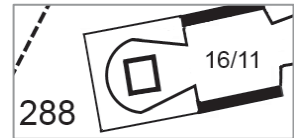


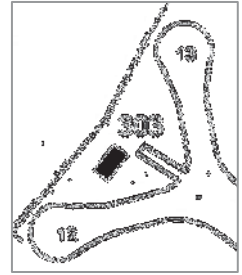
Plate 71: Waste AVTUR compound



Plate 72: Waste AVTUR compound

7.13 AR-15 Radar Building (303)

AR-15 radar was developed by Plessey in the 1970s, from the AR1 radar and sold from 1972. It was an air traffic control, air surveillance radar with a range of 80 nautical miles and a height capability of 50,000 feet, and was replaced by another Plessey product known as Watchman. The radar building (303) housed the receiving and transmitting cabinets and supported the aerial.



It is single storey with a rectangular-shaped planform. It is presumed to be constructed of cement rendered windowless, but vented 9 in thick brick exterior walls with a concrete slab roof. The roof perimeter contains a pair of concrete beams for supporting the radar unit and its perimeter has steel railings. Access was not possible.

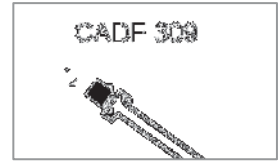
- NGR: (303) TG 25908 22256



Plate 73: AR-15 Radar Building (303)

7.14 Commutated Antenna Direction Finding Building (309)

This is a single storey building with a square-shaped planform which has been built to drawing 1830/59 and is dated April 1959. CADF installations were manufactured by Standard Telephones and Cables Ltd, who then described them as *'the most notable advance in direction finding since the Adcock aerial in 1916'*



CADF was a post WWII innovation using Doppler principles. Whereas many earlier direction finding systems used a physically rotating aerial, turned manually by the operator to get a 'fix', this system had 18 stationary aerals arranged in a circle at 20-degree intervals. The signal received from the aircraft at each single antenna was sampled in turn by a rapid electronic switch or commutator. By comparing the signals from each antenna and its neighbours it was possible to determine which one was closest to the aircraft and hence its direction could be found. (Note the early Marconi Adcock system used four large fixed aerals in a square, and the operator manually rotated a goniometer which compared the signals from each).

The building is windowless with a single access point, constructed of 11 cavity brick with a 6 in concrete slab roof and is constructed above a slightly raised concrete raft. It is surrounded by twelve 8 in-square reinforced concrete columns at 5 ft 3 in centres that are taller than the building, and these are arranged in a circle. There is a ring of six similar but smaller-in-height posts above the roof. These used to support a horizontal counterpoise aerial array but this is now missing.

- Footprint (building): 13 ft by 13 ft (3.96 by 3.96 m) (building only)
- NGR: (309) TG 26660 22347



Plate 74: Commutated Antenna Direction Finding Building (309)

Photo: Aldon Ferguson 2006

7.15 Timber Poles (136)

These timber poles are of unknown function, they are connected with the commutated antennae direction finding building (309) and are positioned in a triangle. They may have been connected with monitoring and calibration of the system.

- NGR: (136) TG 2664 22259 (one example)

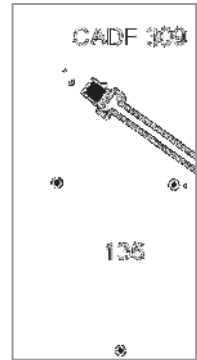
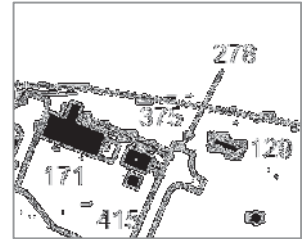


Plate 75: CADF timer poles

7.16 UHF / VHF Receiving Building (375) with Hybrid Tower (415) and UHF / VHF Transmitter Building (384) and Tower (385)

The UHF / VHF transmitter and receiving buildings are dispersed from one another with the receiving one located out on the airfield on the far north-west boundary, and the transmitting one at the northern end of the technical area. Only one aerial mast is extant (415).



Both buildings are thought to be similar, and are single storey, constructed of 11 in cavity brick with a single access point and a timber truss roof clad with Marley tiles.

Internally there are two rooms, consisting of a lobby (14 ft by 5 ft 5 in) and the technical room (14 ft 2 in by 13 ft 11 in). The receiving building replaced an earlier one constructed in 1962 which was similar to the old transmitting building (275) (which is extant).

The tower (415) which is adjacent to the receiving building is a composite construction, having lattice steel at low level, with a wooden upper level. It rises to 46 ft (14 m).

- NGR: (375) TG 27320 22901, (415) TG 27319 22894, (384) TG 26365 23580, (385) TG26373 23571

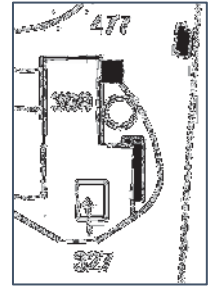


Plate 76: UHF / VHF Receiving Building and hybrid tower (415)

7.17 Fire Fighting Practice Area (327 and 399), Foam Store (477) and Water Storage Tank (478)

7.17.1 Introduction

This is a complex of raised pavements and bunded areas (327 and 399) that have been overlaid on top of the floor of a fighter pen, designed for foam when used for practice on redundant airframes for fire and rescue purposes. There is a building functioning as a foam store (477) and a water storage tank (478).



7.17.2 Foam Store

The store is a small single-storey concrete block construction with a single door having a concrete access ramp. The roof is flat, of timber joists and wooden decking covered in felt.

7.17.3 Water Storage Tank

The water storage tank circular form was installed in May 2003; it was made by Vulcan Tanks Ltd with galvanised steel, and when full contains 23,000 litres.

- Footprint: (477) 11 ft 10 in by 13 ft 3 in (3.60 by 4.04 m)
(478) 20 ft 4 in by 3 ft 11 in (6.2 by 1.2 m)
- NGR: (327) TG 27231 23037, (399) TG 27229 23073, (477) TG 27245 23084,
(478) TG 27244 23077



Plate 77: Foam store (477) and water storage tank (478)

7.18 Engineering Wing Cabin Control Station (424) and Operations Wing Flying Clothing Station (425)

7.18.1 Engineering Wing Cabin Control Station (424)

Located on stand 41 is a single width Anglo-Scottish cabin; it is timber framed clad with prefinished plywood in eleven bays.

- Footprint: 11 ft 7 in by 43 ft 9 in (3.53 by 13.33 m)
- NGR: TG 27161 23017

7.18.2 Operations Wing Flying Clothing Station (425)

Located close to the 6 Squadron main operations cabin (171) is another Anglo-Scottish cabin of similar type which is in very poor condition

- Footprint: 11 ft 7 in by 29 ft 5 in (3.53 by 8.97 m)
- NGR: TG 27279 22904

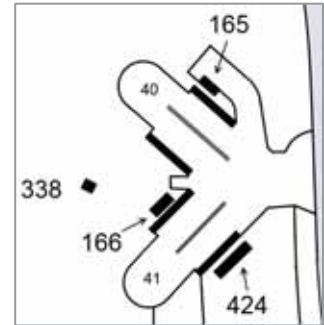
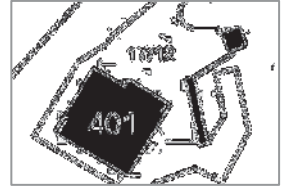


Plate 78: Engineering wing cabin control station (424)

7.19 Packed POL Hazardous Area (401)

Designed by Lambert Scott & Innes and erected in 1997, the packed POL hazardous area occupies an aircraft, revetment and hardstanding (stand 17); it is made up of a brick storage building and an external modern barn-like storage area (67 ft 3 in by 34 ft 5 in). There is also a small reinforced fibreglass cabin containing mechanical and electrical control gear.



The facility is steel framed, made up of a single storey portal framework of two different heights and spans. The smaller one is infilled with concrete block and brick external cavity walls forming a windowless building that functioned as a repackaging area. In 1999 this part was extended to include another repackaging room.

The barn structure (the portal frames are arranged as four bays) is built over a bunded area and is gated and fenced between stanchions at low level and clad with profiled metal sheeting above so it is very well ventilated. The roof is also clad with profiled metal sheeting.

▫ NGR: TG 26052 22478



Plate 79: Packed POL Hazardous Area (401)



Plate 80: Packed POL Hazardous Area (401)

7.20 Miscellaneous Airfield Structures (non-building number structures)



Plate 81: Illuminated runway marker board
The design dates from 1969



Plate 82: Reyrolle power distribution unit Mk.1
Reyrolle, a Tyneside company, installed these in 1956 on the northern operational readiness platform



Plate 83: Precision Approach Path Indicator (PAPI) lights

This is a visual aid that provides information to help a pilot acquire and maintain the correct angle of approach, and consists of a light array positioned either side of the runway at both ends. Each side consists of four equi-spaced, but at slightly different angle, light units which provide a coloured visual indication of an aircraft's position relative to the designated glide slope for the runway. Each light unit emits a high-intensity beam, the lower segment being red and the upper part is white. The transition between the two colours takes place at an angle of just three minutes of arc so that the pilot can manoeuvre his aircraft to follow the correct glide slope to obtain two red and two white lights. (Four whites is far too high, four reds is far too low leading to the expression 'four reds— you're dead!'). The system, manufactured by GEC, was installed in 1983.



Plate 84: Precision Approach Path Indicator



Plate 85: Precision Approach Radar (PAR) plinth

This was an approach system that gave lateral and vertical guidance to air traffic controllers monitoring an aircraft's position, so that a talk-down controller could issue verbal instructions to a pilot so that he could keep his aircraft on course during final approach. All that remains is the concrete foundation circle which was constructed in 1961 for the SLA-3C radar antenna. The internal radius is 13 ft 7 in and the width of the dwarf wall is 3 ft. The circular form carried a welded rail in six sections which enabled the antenna to turn.



Plate 86: Perimeter track traffic lights located before intersection with the runway

They date from 1978



Plate 87: Undercarriage viewing light



Plate 88: ORP cable snatch block



Plate 89: Runway light fittings, flush type



Plate 90: Instrument runway light fittings, elevated types

These have two unidirectional high-intensity and a central omnidirectional low-intensity fitting.

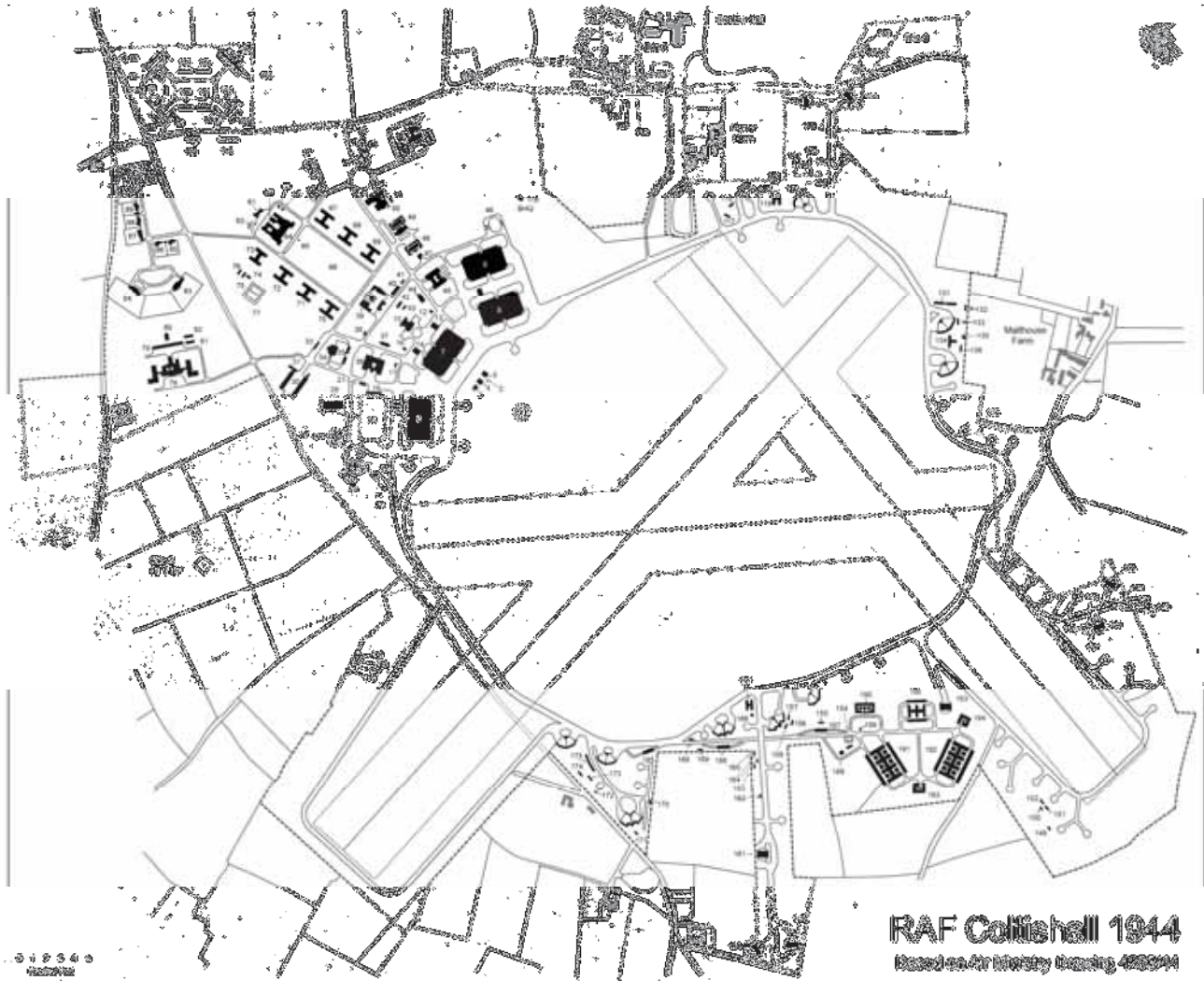


Fig 16: RAF Coltishall site plan 1944

Appendix II – 1944 Site Plan Schedule of Buildings

Bldg	Description	Bldg	Description	Bldg	Description
1	Compass Platform	2	Fire Party Hut	3	NFE Store
4	Control Tower	5	Fire Tender Shelter	6	Aircraft Shed type 'C'
7	Aircraft Shed type 'C'	8	Aircraft Shed type 'C'	9	Aircraft Shed type 'C'
10	Petrol Tanker Shed	11	Latrine Block	12	Ready Use Pyro Store
13	Petrol Tanker Shed	14	Petrol Tanker Shed	15	Armoury
16	RY Pyro Store	17	Latrine Block	18	Petrol Tanker Shed
19	Oil Compound	20	Salvage Oil Tank	21	Unknown
22	Aircraft Shed Site For	23	Machine Gun Test Butt	24	Army Quarters
25	Destructor House	26	M/G Range	27	Practice Bomb Store
28	Aviation Petrol Installation	29	Field Force MT Shed	30	MT Vehicle Sheds
31	Special Protected Bay	32	MT Petrol Installation	33	Articulated Trailer Shed
34	Central Heating Station`	35	Fuel Yard	36	Main Stores
37	Lubricant & Inflammable Store	38	Bulk Oil Installation	39	Works Services Building
40	Camouflage Paint Store	41	Bulk Oil Installation	42	Link Trainer
43	Link Trainer Store & Office	44	Parachute Store	45	Main Workshops
46	Aviation Petrol Installation	47	Ambulance Garage & Mortuary	48	Gas Decontamination Centre
49	Sick Quarters & Annexe	50	Speech Broadcasting Building	51	Signals & Sports Equipt Store
52	Station Headquarters	53	Sergeants' Mess & Quarters	54	Post Office
55	Guard & Fire Party House	56	Picket Post	57	Stand by Set House
58	WAAF Gas Decontamination	59	WAAF Rest Room	60	WAAF Latrines
61	Station Stores	62	Fuel Compound	63	Vegetable Store
64	Dining Room & Institute	65	Vegetable Store	66	Parade Ground
67	Barrack Block type 8/84	66	Barrack Block type 8/84	67	Barrack Block 8/84
68	Barrack Block type 8/84	69	Barrack Block type 8/84	70	Barrack Block 8/84
71	Barrack Block type 8/84	72	Barrack Block type 8/84	73	Barrack Block type 8/56
74	Barrack Hut	75	Barrack Hut	76	Barrack Hut
77	Lawn Tennis Courts	78	Officers' Mess & Quarters	79	Officers' Garages
80	Squash Court	81	Officers' Quarters	82	Officers' Quarters
83	Married Officers Quarter's	84	Married Officers Quarter's	85	Married Officers Quarter's
86	Married Officers Quarter's	87	Married Officers Quarter's	88	Married Officers Quarter's
89	Married Officers Quarter's	90	Married Officer's Quarters	91	Married Officer's Quarters
92	Married Officer's Quarters	93	Married WO's Quarters	94	Married Airmen's Quarters
95	Married Airmen's Quarters	96	Married Airmen's Quarters	97	Married Airmen's Quarters
98	Married Airmen's Quarters	99	Married Airmen's Quarters	100	Married Airmen's Quarters
101	Married Airmen's Quarters	102	Married Airmen's Quarters	103	Married Airmen's Quarters
104	Married Airmen's Quarters	105	Married Airmen's Quarters	106	Married Airmen's Quarters
107	WAAF Drying Room	108	WAAF Staff Sleeping Quarters	109	Grocery Shop & Store
110	Church Army Hut	111 to 115 not allocated		116	Battle Headquarters
117	Radar Workshop	118	General Purpose Hut	119	Flight Offices & Workshop
120	Crew Hut	121	Sleeping Shelter	122	Latrine & Drying Room
123	Sleeping Shelter	124	Army Hut / Ablutions	125	SAA Store
126	Army Hut	127	Army Hut	128	Flight Offices & Workshop
129	Blister Hangar type EO	130	Blister Hangar type EO	131	Flight Offices & Workshop
132	Sleeping Shelter	133	Latrine	134	Flight Office & Workshop

RAF Coltishall Parts 1 to 7

Bldg	Description	Bldg	Description	Bldg	Description
135	Sleeping Shelter	136	Flight Offices & Workshop	137	SAA Stores
138	SAA Stores	139	Store	140	Army Hut
141	Army Barrack Hut	142	Army Barrack Hut	143	Blister Hangar type EO
144	Blister Hangar type EO	145	Latrine Block	146	Latrine Block
147	Flight Offices	148	SAA Stores	149	SAA Stores
150	Latrine Block	151	Flight Offices	152	Flight Offices
153	Blister Hangar type EO	154	Fuel Store	155	Sleeping Shelter
156	Army Hut	157	Army Hut	158	Army Hut
159	Blister Hangar type EO	160	Blister Hangar type EO	161	Blister Hangar type EO
162	SAA Stores	163	Hut	164	SAA Store
165	Sea Rescue Hut (Nissen)	166	Latrine & Drying Room	167	Flight Offices & Workshop
168	Sleeping Shelter	169	Store	170	Ammunition Store
171	Sleeping Shelter	172	SAA Store	173	Latrine & Drying Room
174	Sleeping Shelter	175	Flight Office & Workshop	176	Army Barrack Hut
177		178	Army Latrines	179	Army Hut, Kitchen & Ablutions
	180 to 184 not allocated	185	Bomb Fuzing Point	186	Bomb Fuzing Point
187	Bomb Fuzing Point	188	2-Pdr AA Ammunition Store	189	TR 3107
190	Incendiary Bombs & Pyro Store	191	Bomb Stores	192	Bomb Stores
193	Component Store	194	Component Store	195	Fuzed & Spare Bomb Store

Appendix III – Summary of RAF Coltishall Buildings (for the year 2000)

Bdlg	Description	Report Part	NGR (all TG)
1	Aircraft Hangar type 'C'	8.1	2625 2313
2	Aircraft Hangar type 'C'	8.1	2613 2303
3	Aircraft Hangar type 'C'	8.1	2608 2289
4	Aircraft Hangar type 'C'	8.1	2622 2323
5	Station Armoury	9.1	25972 22908
6	Petrol Tanker Shed / 6 Squadron Store	8.2	26031 22920
6A	Petrol Tanker Shed	8.2	26068 23038
6B	Petrol Tanker Shed / Ground Crew Room	8.2	26108 23090
6C	Petrol Tanker Shed / Store	8.2	26205 23164
7	AEF Training Cell	9.2	25998 22921
8	Aviation Fuel Installation / EWS Tank	8.3	26235 23309
9	Toilet Block	9.3	26121 23144
9A	Toilet Block	9.3	26024 23007
10	Pyro Store	9.4	26045 23038
10A	Pyro Store	9.4	26098 23112
11	Armoury / Photo Section / Supply Store	N/A MOJ Site	26049 23092
12	Main Stores / Main Supply	9.5	25974 23005
13	Lubricant & Inflammable Stores	N/A MOJ Site	26004 23049
14	Fields Force MT Shed / Cinema / Ground Support Equipment	9.6	25887 22909
14A	Battery Charging Bay	9.6	25916 22914
15	Parachute Store / SES	9.7	26075 23143
16	Watch Office with Met Section / ATC & Met Office	8.4	26216 22974
17(+A)	Station Workshops	9.8	26106 23189
18	Air Ministry Works Department / Property Management	N/A MOJ Site	25978 23141
18A	AMWD Water Tower	N/A MOJ Site	25966 23149
19	Central Heating Station	N/A MOJ Site	25882 23035
20	Fuel Compound	N/A MOJ Site	25903 23029
21	ESA Seat Arming Storage Bay	8.5	26222 23166
22	25 m Range	9.9	25950 22781
23	Ambulance Garage & Mortuary / Rugby Club	10.1	26068 23237
24	40 ft MG Range / SICARD Store	9.10	25979 22763
25	Unknown	N/A MOJ Site	25944 23138
26	Emergency Borehole	N/A MOJ Site	25949 23188
27A	Barrack Block type 8/84 / Gibson Block	N/A MOJ Site	25866 23314
27B	Barrack Block type 8/84 / Braham Block	N/A MOJ Site	25916 23277
27C	Barrack Block type 8/84 / Chisholm Block	N/A MOJ Site	25966 23241
27D	Barrack Block type 8/84 / Townsend Block	N/A MOJ Site	25879 23116
27E	Barrack Block type 8/84 / Cunningham Block	N/A MOJ Site	25828 23153
27F	Barrack Block type 8/84 / Aitkin Block	N/A MOJ Site	25778 23189
28	Barrack Block type 8/56 / Stevens Block	N/A MOJ Site	25722 23228
29	WAAF Decontamination Block type 'G'	10.2	25852 23366
30	Components Store	N/A MOJ Site	26034 23115
31	Speech Broadcasting	10.3	26001 23343
32	Decontamination Centre / Command & Control Centre	10.4	26056 23256
33	Sick Quarters & Annexe / Station Medical Centre	10.5	26031 23290
34	Sports Field	N/A	26226 23548

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
35	Station Headquarters & Operations Block	10.6	25975 23361
36	MT Vehicle Shed / MTMS	N/A MOJ Site	25822 22960
37	MT Vehicle Shed / MTMS Offices	N/A MOJ Site	25790 22972
38	Articulated Trailer Shed / MT Store	N/A MOJ Site	25853 23044
39	Practise Bomb Store & Gas Chamber / GSES Store	9.11	25854 22847
40	Guard & Fire Party House	10.7	25948 23473
41	Sergeants' Mess	10.8	26056 23490
41A	Sergeants Mess Annexe	10.8	26124 23525
42	Ration Store	N/A MOJ Site Removed	25724 23322
43	WRAF Toilet / Colt Bowl Store	N/A MOJ Site	25758 23341
44	Combined Institute & Dinging Room / Junior Ranks Mess	N/A MOJ Site	25769 23286
45	Spar Grocery Shop	N/A	25575 23474
46	Electrical Plinth 'X'	Unknown	2594 2297
47	Hangar 3 Toilets	8.6	26044 22919
48	Sewage Treatment Works	N/A Sewage Works Site	25108 22462
49	ESA Pyro Store	8.7	26278 22967
50	Officers' Mess & Single Officers' Quarters	11.1	25541 22994
50A	Officers' Mess Annexe	11.2	25466 22971
50B	Seco Hut	Removed	25514 22994
51	Officers' Mess Garages	11.3	25532 23041
52	Squash Racquets Court	11.4	25526 23068
53	Single Officers Quarters Boiler House	11.5	25484 23007
54	Junior Ranks Tennis Courts	N/A MOJ Site	25722 23148
55	Officers' Tennis Courts	N/A	25431 22884
56	Parade Ground	N/A MOJ Site	25873 23219
57	Flag Pole	N/A MOJ Site	2594 2340
58	Standby Set House	10.9	25836 23430
59	Link Trainer / Quest	N/A MOJ Site	26029 23135
60	Nissen Hut	N/A MOJ Site Demolished	2604 2312
62	Motor Club	9.12	25850 22886
63	Toilet Block – Hangar 4 LOX Toilet	Removed	Unknown
64	Aircraft Wash Facility	9.13	26077 22753
65	Post Office / RAF Police Flight	10.10	25941 23449
66	Station Incinerator	10.11	26097 23269
67	PSA Battery Shop / Stores	N/A MOJ Site	26039 23128
68	WSM Offices	N/A MOJ Site	25987 23184
69/1	Bomb Store	12.2	27119 22169
69/A1	Bomb Store	12.2	27276 22199
70	Component Store	12.3	27295 22280
70A	Component Store	12.3	27198 22128
71	Incendiary Bomb Store	12.4	27067 22289
72	Missile Preparation Facility	12.6	27182 22294
76	Catering Store	N/A MOJ Site	25762 23335
78	LOX Store	8.8	26183 23299
79	Aircraft Attenuation Cabin	7.2	26015 22240
80	EWS Tank	12.7	27124 22256
81	Compressor Room H1	8.9	26221 23086

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
82	Compressor Room H2	8.9	26285 23173
83	Compressor Room H3	8.9	26109 22932
84	Compressor Room H4	8.9	26049 22841
85	Middle Marker	N/A Off Site Horstead	Unknown
86	Outer Marker	N/A Off Site St Faith	Unknown
87	Electrical Plinth 'F'	N/A	25828 23029
88	Hangar 1 Toilet Block	8.6	26209 23150
89	Electrical Plinth 'S'	9.34	26053 23002
90	Electrical Plinth 'T'	8.10	26259 23169
91	Electrical Plinth 'U'	8.10	26096 23049
92	Electrical Plinth 'V'	8.10	26043 22865
93	Salvage Compound	2.8	26772 23390
94	Echelon Helicopter Standing	N/A	26695 23355
95	Electrical Plinth 'W'	N/A	26144 23240
96	Electrical Plinth 'Y'	N/A	26422 23275
97	3-Bay Ejector Seat Store	8.5	25971 22870
98	SICARD Store (MT Workshop)	N/A MOJ Site	25806 22909
99	Roller Brake Tester	N/A MOJ Site	25767 22981
100	Gymnasium	10.12	26085 23333
101	'B' Centre	7.3	26743 23371
101A	Standby Generator	Removed	26728 23381
102	'B' Centre	7.3	25788 21893
102A	Standby Generator	Removed	25773 21903
103	RVR Tower	Removed	27134 23659
104	TACAN	7.4	26126 21659
105	Fire Section Store	8.11	26338 22973
106	6 Squadron Store	8.11	26264 22848
107	Revetment 'A' Toilet	7.5	26124 22406
108	Fuel Storage Tanks	9.14	26077 22704
109	Engine Test House	9.14	26077 22673
109A	Engine Test Crew Room	9.15	26081 22648
110	Seat Arming Storage Bay	8.5	26034 22904
111	Hazardous Chemical Store	8.12	26085 23033
112	Generator Fuel Tank	10.9	25847 23411
113	Sewage Pumps	N/A	26012 22610
114	Fire Emergency Water Supply	N/A MOJ Site	25929 23080
115	Helicopter Stand	N/A	26633 23196
116	Crane Bay	N/A MOJ Site	25774 22955
117	MT Crew Room	N/A MOJ Site	25814 23008
118	Bader Barrack Block	N/A MOJ Site	25903 23172
119	Crowley Milling Barrack Block	N/A MOJ Site	25908 23149
120	Oil Interceptor # 1	N/A	26422 23252
121	Oil Interceptor # 2	N/A	25792 23049
122	Oil Interceptor # 3	N/A	25874 22825
123	Oil Interceptor # 4	N/A	26005 22204
124	Oil Interceptor # 5	N/A MOJ Site	25950 23113
125	Oil Interceptor # 6	N/A	26309 23288

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
126	Oil Interceptor # 7	N/A	2581 2300
127	Oil Interceptor # 8	N/A	25768 22603
128	Oil Interceptor # 9	N/A	26995 22313
129	Oil Interceptor # 10	N/A	27349 22905
130	Oil Interceptor # 11	N/A	27428 22869
131	Oil Interceptor # 12	N/A	27381 22807
132	Oil Interceptor # 13	N/A	27253 23230
133	Oil Interceptor # 14	N/A	2723 2300
134	TACAN Tower	7.4	26130 21665
135	Glide Slope	7.6	27315 23493
136	CADF Timber Poles	7.7	26640 22259
137	TIALD Laser Guided Pod Building	8.13	26511 23291
138	Gym Equipment Store	10.18	26070 23354
139	Mechanical Services Flight (PPP) Store	8.14	26378 23270
140	Flying Club Cabin	7.5 / 7.8	26119 22413
141	Revetment Cabin 41 Squadron	Removed	26107 22314
142	Standby Ops Cabin	7.8	26047 22253
143	41 TIF Cabin	7.8	26380 23187
144	Revetment Cabin	7.8	25973 22111
145	Revetment Cabin	Removed 23-10-06	27163 22562
146	Revetment Cabin	Removed 23-10-06	27230 22510
147	Precision Approach Radar (PAR)	Removed	26570 22811
148	Product Receipt Enclosure (PRE)	9.16	25961 22701
150	Plant Wash Area	N/A	2585 2292
152	Double Squash Courts	10.12	26083 23333
153	Airmen's Mess Bin Compound	N/A MOJ Site	25740 23331
154	BFI #5 Underground Tank	9.17	25896 22795
155	BFI #5 Pump House	9.17	25901 22774
156	BFI #5 Control	9.17	25915 22755
157	BFI #5 Standby Set House	9.17	25909 22746
158	BFI #5 Underground Tank	9.17	27399 22793
159	BFI #5 Pump House	9.17	27392 22772
160	BFI #5 Control	9.17	27381 22752
161	BFI #5 Standby Set House	9.17	27371 22745
162	Yardmaster IN MT Yard	N/A MOJ Site Removed	25853 22937
165	Revetment Cabin	Removed 23-10-06	27156 23074
166	Revetment Cabin	Removed 23-10-06	27138 23039
167	Standby Ops Cabin	7.8	27132 22937
168	Store	10.13	26002 23356
169	Flying Club Store Cabin	Removed 23-10-06	26120 22400
170	Revetment Cabin	Removed 23-10-06	27203 22792
171	Main Ops Cabin 6 Squadron	7.8	27299 22909
175	54 Squadron Revetment Cabin	Removed 23-10-06	27217 22701
176	54 Squadron Revetment Cabin	Removed 23-10-06	27239 22652
177	54 Squadron Line Offices	8.16	26301 22971
178	54 Squadron Workshop	8.16	26314 22965
179	54 Squadron Revetment Cabin	Removed 23-10-06	27160 22468

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
180	54 Squadron Revetment Cabin	Removed 23-10-06	27107 22440
181	54 Squadron Revetment Cabin	7.8	27158 22387
182	54 Squadron Revetment Cabin	Removed 23-10-06	27230 22511
183	Respirator Test Facility	N/A MOJ Site	25999 23057
184	Respirator Test Facility	N/A MOJ Site	26008 23054
185	Abacus Radar Mast	Unknown	Unknown
186	Motor Club Storage Cabin	Removed	26117 23201
187	Early Failure Detection Cell	9.18	26120 23210
188	Armoury Training Cell	9.2	25997 22922
189	16 Squadron Training cell	Removed 23-10-06	Unknown
190	41 Squadron Cabin	8.15	26390 23182
191	41 Squadron Drying Cabin	8.15	26381 23177
193	Gas Pressure Reducing Station	N/A MOJ Site	25736 22991
195	MAS (Uniter)	N/A MOJ Site	25957 23088
196	AMAS (Uniter)	N/A MOJ Site	26521 22067
197	Septic Tank in Explosive Storage Area	N/A	Unknown
198	Septic Tank	N/A	Unknown
199	Septic Tank	N/A	26120 22871
202 A	WRAF Barrack Block Salmon	N/A MOJ Site Removed	25622 23313
202B	WRAF Barrack Block Hanbury	N/A MOJ Site Removed	25669 23312
204	WSM Storage Garages	N/A MOJ Site Removed	26016 23161
208	Officers' Mess Refuse Compound	11.6	25516 23019
212	Officers' Mess BH Fuel Compound	N/A	25495 23009
213	Hangar 2 Heating Compound	8.12	26117 23083
214	Emergency Air Traffic Control	7.10	26860 22654
216	Hangar 4 Heating Compound	8.12	26187 23260
217	Main Workshop Paint Store	8.17	25150 23243
218A	Explosive Storage Area Pyro Store	8.7	26338 23274
218B	Explosive Storage Area Pyro Store	8.7	26329 23270
219	Compressor House	9.19	25934 22889
220	Drop Tank Storage Area	N/A	26559 22058
221	Trolley Servicing	12.8	27186 22383
222	Explosive Area Initiator Store	12.9	27335 22309
223	Ready-Use Store	12.10	27380 22470
223A	Ready-Use Store	12.10	27358 22449
223B	Ready-Use Store	12.10	27336 22428
223C	Ready-Use Store	12.10	26315 22406
224	Explosive Test	12.12	27258 22346
225	Assembly Bay	12.12	27281 22312
225A	New Arcton Chamber	12.13	27272 22309
226	Functional Test Bay	12.14	27320 22287
227	Compressor House	12.15	27258 22320
228	Electronics Test	12.12	27281 22312
229	Technical Stores	12.16	27246 22407
230	Ammonia Store	12.17	27217 22364
231	Telescrumble North	7.11	27105 23845
232	Explosive Storage Area Picket Post	12.18	27209 22392

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
233	Ground Radio Maintenance Wing Ops	8.18	26213 22949
234A	Ready-Use Store	8.19	26313 22903
234B	Ready-Use Store	8.19	26325 22895
235	Emergency Water Storage Tank	12.7	27402 22436
236	East Windsock	N/a	2707 2261
237	SW Windsock	N/A	2595 2230
238	MT Toilet Block	N/A MOJ Site	25848 22973
239	Sports Pavilion	10.14	26022 23395
240	ILS Glide path	7.6	27312 23488
241	ILS Localiser	7.6	26115 22158
243	Sergeants' Mess Garages	10.15	26042 23525
244	Station Church	N/A	25531 23469
245	Station Welfare Centre	N/A	25658 23478
246	Electrical Plinth 'A'	N/A	25779 21887
247	Electrical Plinth 'B'	N/A MOJ Site	25625 23069
248	Electrical Plinth 'C'	N/A	25557 23054
249	Electrical Plinth 'D'	N/A	26205 22979
250	Electrical Plinth 'E'	N/A	26056 23000
251	Electrical Plinth 'F'	N/A	26584 23330
252	Electrical Plinth 'G'	N/A	26734 23364
253	Electrical Plinth 'H'	N/A	27107 23832
254	Electrical Plinth 'I'	N/A	27269 23228
255	Electrical Plinth 'J'	N/A	27429 22900
256	Electrical Plinth 'K'	N/A	27191 22364
257	Electrical Plinth 'L'	N/A	25970 23506
258	Electrical Plinth 'M'	N/A	26486 22087
259	Standby DSS	N/A	25835 23416
260	Brake Parachute Servicing	9.20	26115 23157
261	6 Squadron Line Hut	8.20	26193 22931
262	54 Squadron Line Hut	8.20	26250 23016
264	Supply & Movements Packaway Building	N/A MOJ Site	26031 23065
265	Air Publication Store	9.21	26054 23049
266	6 Squadron Cabin	8.21	26047 22831
267	BFI #4	8.3	26292 23327
268	Hangar 3 Boiler House	8.22	26030 22866
269	Inflammable Bays / AVPIN Store	Removed	25981 22946
270	41 Squadron Line Hut	8.20	26361 23171
271	MT Refueller Toilet	9.22	25988 22882
272	MT Refueller Office & Crew Room	9.22	25998 22868
273	MT Rest Room & Office	N/A MOJ Site	25839 22986
274	30 mm Ammunition Store	9.23	26000 22704
275	Transmitter Building	7.12	25702 22242
278	Timber Tower	Removed	27330 22904
279	Oil Store for Hangar 3 Boiler House (268)	8.22	26030 22847
280	Jaguar Training School	Removed	26447 23284
282	Compass Swing Area	N/a	27029 23524
283A	Public Support Initiative(PSI) Garages	N/A MOJ Site	25837 23227

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
286	Supply Squadron Bulk Store	N/A	25893 23010
287	Waste Oil Tanks	N/A	2596 2297
288	Waste AVTUR Store	7.13	26027 22442
289	Technical Information Flight (TIF) Chemical Store	Removed	26373 23202
291	Lightning Simulator / Supply Store	N/A MOJ Site	26011 23114
292	RAF Regiment Flight	N/A MOJ Site	25993 23084
293	MT Section	N/A MOJ Site	25816 22912
294	Refuelling Servicing Bay	N/A MOJ Site	25799 22897
295	Electronics Centre	8.23	26480 23260
296	Electronic Engineering Squadron Boiler House	8.24	26492 23305
297	Electronic Engineering Squadron Fuel Compound	8.24	26487 23306
298	Swimming Pool	10.16	26088 23291
300	No Break Set House	8.25	26232 22974
301	Bulk Fuel Installation #2	8.3	25903 22839
302	Underground EWS BFI #3	8.3	27403 22832
303	AR15 Radar	7.14	25908 22256
304	Brake Parachute Rest Room	9.24	26126 23154
305	Fire & Crash Tender Bays	8.26	26249 22992
306	Telescramble South	7.11	26170 21670
307	ILS Middle Marker, Swanton Abbot	N/A	27893 24542
308	ILS Outer Marker, Pollard Street	N/A	33494 32626
309	Commuted Antenna Direction Finding (CADF) Building	7.15	26660 22347
310	Water Mains Meter Pit	N/A	26588 21969
311	Explosives Storage Area Toilet Block	12.19	27159 22379
312	Explosive Store Igniters	12.9	27329 22366
313	Small Arms Training Cabin	N/A MOJ Site	26020 23092
314	25 M Range Shelter	9.25	25964 22766
315	Explosives Storage Area Crew Room	12.20	27152 22370
316	Explosives Storage Area Garages	12.21	27173 22377
317	Field Kitchens	12.22	27128 22369
318	Arrestor Net '04' End	Removed	26052 21723
319	Arrestor Net '22' End	Removed	27371 23743
320	Storage Igloo	12.23	27401 22410
321	Storage Igloo	12.23	27416 22516
322	Storage Igloo	12.23	27368 22373
323	Emergency Water Supply	N/A MOJ Site	25942 23317
324	Emergency Water Supply	9.26	26059 23161
325	Emergency Water Supply	N/A MOJ Site	26013 23074
326	Emergency Water Supply	12.7	27276 22375
327	Aircraft Fire Facility	7.17	27231 23037
328	Photographic Waste Tank	N/A	Unknown
329	Photographic Waste Hardstanding	N/A	Unknown
330	Bus Shelter Barton Road	N/A	2568 2349
331	'22' RHAG	N/A	2708 2338
331B	'04' RHAG	N/A	26236 22153
332	Aircraft Washdown Tanks – Oil Trap 6	9.13	26026 22792
334	Technical Information Flight (TIF) Workshop	8.27	26341 23253

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
336	POL Office Crew Room	9.27	25954 22754
338	Redundant Building	4.5	27113 23043
340	Electrical Plinth 'P'	N/A	Unknown
341	Anemometer Tower	Removed	unknown
342	Tubular Steel Lattice Tower	8.28	26531 23110
343	Tubular Steel Lattice Tower	8.28	26431 23053
344	Tubular Steel Lattice Tower	8.28	26331 22995
345	Tubular Steel Lattice Tower	8.28	26236 22866
346	Tubular Steel Lattice Tower	8.28	26233 22752
347	Tubular Steel Lattice Tower	8.28	26229 22637
348	Electrical Plinth 'R'	N/A	25985 22661
349	Jaguar Simulator	9.28	26026 22660
349A	Int Cell	N/A	Unknown
350	Jag Simulator Boiler House	9.29	26025 22608
355	Police Flight Offices	10.18	25967 23473
356	GSES Offices	Removed	Unknown
357	Fire Prevention Offices	Removed 23-10-06	26237 22951
358	Ground Radio Offices	8.18	26208 22938
359	Uninstalled Engine Test Facility (UETF) Office	Removed	26091 22656
360	Uninstalled Engine Test Facility Locker & Crew Room	Removed	26085 22653
361	Police Flight Timber Store	10.18	25959 23490
362	Sergeants' Mess Storage Shed	N/A	25986 23480
363	Sergeants' Mess Shed	Unknown	Unknown
364	Gym Timber Shed	N/A	26037 23326
365	Timber Shed Junior Ranks Mess	N/A MOJ	Unknown
366	Timber Shed Junior Ranks Mess	N/A MOJ	Unknown
367	Timber Shed Electronics	Removed	26438 23232
368	Timber Shed Electronics	Removed	26437 23223
369	Timber Shed Store	Unknown	Unknown
370	Timber Shed Store	Unknown	Unknown
371	Timber Shed Store	Unknown	Unknown
372	Clay Pigeon Shooting Hut #1	Removed	26882 22666
373	Clay Pigeon Shooting Hut #2	Removed	26914 22641
374	Clay Pigeon Shooting Hut #3	Removed	26947 22616
375	VHF / UHF Radio Receiving Building	7.16	27319 22901
376	Paint Spray Facility	9.30	25868 22867
377	Education Centre	10.17	25895 23413
378	AC Paint Spray Facility	9.31	26057 22787
379	Oil Trap #19	N/A	26074 21604
380	Quickway Warehouse	8.29	26344 23321
381	TIF	8.30	26340 23218
382	TIF Store	8.30	26353 23204
383	Prop Man Conference Centre	N/A	Unknown
384	Radio Transmitting Building	7.16	26364 23581
385	Abacus Mast	Demolished	26373 23572
386	PACF New Store	8.31	26138 23235
387	Ops Wing Complex		26222 22939

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
388	Domestic Supply Flight Shed	N/A	Unknown
389	Families Centre Ormesby Road	N/A	25685 23850
391	Domestic Supply Flight Store 50 Fifers Lane	N/A	Unknown
395	Watchman Radar Tower	7.12	25708 22225
396	Watchman Radar Cabin	Removed	25713 22218
397	EES Locker Room	8.32	26473 23233
398	Paint Spray Locker Room	Demolished	26045 22775
399	Foam Interceptor	7.17	27229 23072
400	Fire Practice Burning Area	7.17	27220 23038
401	Packed POL Hazardous Area	7.19	26052 22478
402	Filby Road Gate	N/A	Unknown
403	Dental Centre	10.5	26041 23309
404	Colt Bowl	N/A MOJ Site	25834 23313
405	Help Information Volunteer Exchange (HIVE)	N/A	Unknown
406	42–53 Ormesby Road Flats	N/A	25622 23758
407	177–188 Ormesby Road	N/A	25642 23879
408	Amenities Centre Ormesby Road	N/A	Unknown
409	Defence Housing Executive (DHE) Office	N/A	Unknown
413	Malan House	N/A	Unknown
414	Deere House	N/A	Unknown
415	Hybrid Antenna Tower	7.16	27319 22893
416	AGSEE Wash	12.24	27181 22395
418	Station Training Area	N/A	27172 22963
419	EWS Tank	9.26	26071 22557
420	Memorial Stone	N/A	Unknown
424	Engineering Wing Cabin Control	7.18	27162 23017
425	Ops Wing Flying Clothing	7.18	27278 22905
427		Removed	26173 23259
428	Main Cabin Jag AEDIT	Removed	26227 23266
429	Publications Store / Workshop	Removed	26213 23265
430	JAG AEDIT Office	Removed	26220 23275
431	Motor Transport Supply Squadron Cabin	Removed 23-10-06	Unknown
432	54 Squadron Locker Room Cabin	Removed 23-10-06	Unknown
433	Shed Adjacent North ASP	Removed	Unknown
434	Shed Adjacent North ASP	Removed	Unknown
435	Aircraft Wash Cabin	9.13	26062 22739
436	Met Office Cloud Level Detect	N/A	26265 22958
437	Met Office Equipment	N/A	26248 22936
438	Shed Adjacent to (17)	N/A	Unknown
439	Timber Shed	N/A	Unknown
440	16 Squadron Line	9.32	26095 22634
441	16 Squadron POL Store	9.33	26097 22616
443	Portacabin (40)	N/A	Unknown
444	Portacabin (SHQ)	N/A	Unknown
445	Portacabin (gym)	Removed 23-10-06	Unknown
446	Portacabin (Fire Section)	N/A	Unknown
466	Balloon Shed	N/A	Unknown

Summary of RAF Coltishall Buildings for the year 2000 (contd)			
Bdlg	Description	Report Part	NGR (all TG)
467	Johnson Block	Removed 23-10-06	Unknown
468	Aircrew Feeder		26068 23038
469	MT Portacabin	Removed 23-10-06	Unknown
470	Armoury Cabin North	Removed	Unknown
471	Armoury Cabin South	Removed	Unknown
476	Replacement Precision Approach Radar		
477	Foam Store	7.17	27245 23084
478	Foam Store Water Storage Tank	7.17	27244 23077
479	Fresco Tower	Unknown	Unknown
510	Air-Raid Shelter – Officers’ Mess	3.11	25622 22988
511	Air-Raid Shelter – Between (33 & 35)	3.11	26002 23327
512	Air-Raid Shelter – SW of (265)	3.11	26034 23042
513	Air-Raid Shelter – (14) ‘E’	3.11	25915 22949
514	Air-Raid Shelter – (35) ‘F’	3.11	25978 23402
515	Air-Raid Shelter – East of (40)	3.11	25975 23496
516	Air-Raid Shelter – South of (286)	3.11	25873 22988
517	Air-Raid Shelter – SE of (15)	3.11	26091 23114
518	Air-Raid Shelter – W of (324)	3.11	26047 23162
519	Air-Raid Shelter – SW (78)	3.11	26164 23274
520	Air-Raid Shelter – S of (281) ‘L’	3.11	26128 23260
521	Air-Raid Shelter – E of (250) ‘N’	3.11	26037 22992
522	Air-Raid Shelter – N of (16) ‘O’	3.11	26198 22982
523	Air-Raid Shelter – S of (93)	3.11	26786 23369
524	Air-Raid Shelter – Revetment ‘P’	3.11	26785 23368
525	Air-Raid Shelter – N side of ESA gate	3.11	27194 22403
526	Air-Raid Shelter – West of BFI #3	3.11	27364 22852

SOURCES

The National Archives Sources

(note that not all of the TNA files were inspected)

AIR 2/11042	Unit badge: Coltishall	1951–53
AIR 2/13871	Deployment policy: Coltishall	1945–73
AIR 2/17228	Coltishall	1965–72
AIR 2/17292	Coltishall organisation policy	1964–69
AIR 2/18934	Hurricanes, Spitfires and other historic aircraft; transfer of the Battle of Britain Memorial Flight from Coltishall to Coningsby	1975–77
AIR 20/11185	Coltishall: visit of HRH Princess Margaret, 7 May 1963	1962–63
AIR 20/8542	Lands and accommodation finance matters: Coltishall	1938–70
AIR 77/195	Report on the Coltishall experiment	1957
AIR 28/168	Coltishall	1940–43
AIR 28/169	Coltishall	1944–45
AIR 28/1008	Coltishall	1946–55
AIR 28/1343	Coltishall	1956–60
AIR 28/1344	COLTISHALL. Includes 14 photographs depicting: aircraft landing; RAF contingent marching in Norwich for opening of BoB week; Lord Mayor of Norwich taking salute after church parade together with senior officers of HQ Eastern Sector	1957–60
AIR 28/1561	Coltishall	1961–65
AIR 28/1562	Coltishall	1961–63
AIR 28/1992	Coltishall	1974–75
AIR 28/2160	Coltishall	1966
AIR 28/2205	Coltishall	1976–77
AIR 28/2206	RAF Coltishall	1978–80
AIR 29/4516	226 Operational Conversion Unit Coltishall	1970–71
AIR 29/4517	226 Operational Conversion Unit Coltishall	1972–74
AIR 29/59	5133 (Bomb Disposal) Squadron,	1944–50
AIR 29/76	2719 Squadron, RAF Regiment,	1942–46
AIR 29/78	725 Defence Squadron, 1942	1945
AIR 29/80	2735 Squadron RAF Regiment,	1942–45
AIR 29/103	2812 (Anti-Aircraft) Squadron RAF Regiment.	1942–45
AIR 29/125	2885 (Anti-Aircraft) Squadron RAF Regiment. Formed from 4287, 4299 and 4300 Anti-Aircraft Flights. Based at various UK stations including Drem (East Lothian) and Coltishall (Norfolk).	1943
AIR 29/440	3206 Servicing Commando. Formed at Odiham then moved to other UK locations including Coltishall and Aston Down; later moved to France, Belgium and the Netherlands (Holland).	1943–45
AIR 29/860	Station Flight, Coltishall, UK.	1944
AIR 29/936	Fighter Sector Headquarters Coltishall (UK), formed at Horsham St Faith	1945
AIR 29/1394	3603, Barton Quarry unit moved to Coltishall June 1950	1948–50
AIR 29/3568	CSDE, Swanton Morley. Includes 14 photographs depicting Central Servicing Development Establishment, Swanton Morley, appraisal of field test set for use in Firestreak missiles first line servicing, views of equipment attached to missile; plan of fire control test set and equipment designed at Coltishall.	1963
AIR 50/450	Coltishall Wing 64 Squadron	1943