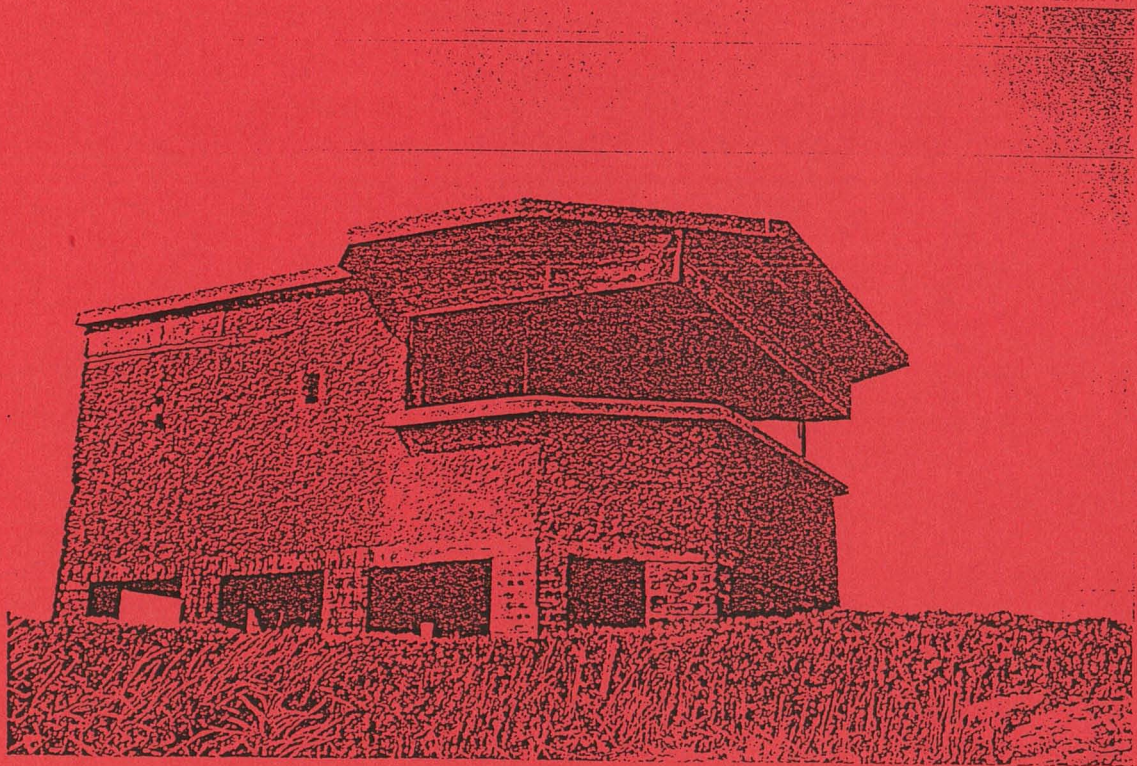


Highland  
A Survey of the 20<sup>th</sup> Century Defences

Volume I



**Note for the reader of the combined 2 volume pdf document :** To find sites listed on pages 1-127 on the Highland Index pages in volume 1, **add 19** to the page number for the pdf page. For sites listed on pages 129-255, **add 21** to the page number for the pdf page.

John A Guy



# **Highland Region**

## **A Survey of the 20<sup>th</sup>.Century Defences**

### **Volume I**

**This volume should be looked at**  
**in conjunction with the separate photograph**  
**volume**

**John A Guy**

## **A Survey of Scotland's 20<sup>th</sup>. Century Defences**

This survey was commissioned by Historic Scotland and was carried out partly in conjunction with The Defence of Britain Project. It has involved lengthy and extensive research in the Public Record Office and other libraries and record offices and visiting the many sites throughout Scotland. Important sites that have been cleared away have been included where identified.

The majority of the structures were built in a hurry and were never designed to last very long. Suitable surviving structures are still in use as sheds, stores, cattle shelters, whilst others remain in military use. Other structures have been moved from their original positions, for example, anti-tank blocks removed to build harbours, breakwaters, sea defences and to revet cliffs. When military camps were no longer required the easily portable huts were often sold off to farmers or became village halls and schoolrooms. Today a number of military sites are now used as industrial estates.

A large number of pillboxes, gun emplacements and other structures were built with local materials so as to blend in with their surroundings. After years of neglect and vegetation growth, it is now possible to stand within a few feet of a pillbox and be unaware of its presence. Military structures in remote areas not subject to development pressures tend to survive.

Under military direction and manned by the Home Guard many towns in nodal positions were turned into strong points. Their defences came in many forms e.g., loopholes cut into walls, sandbagged gun emplacements, roadblocks, spigot mortars, flame traps and anti-tank ditches. Today it is not easy to find evidence of these without the local knowledge of people who were there at the time; oral local evidence is vital in locating these defences.

During the reconnaissance for the survey it quickly became apparent that the whole of the East Coast had been prepared to repel an anticipated invasion. Anti-tank defences, pillboxes, scaffolding, trenches and minefields defended all areas of coastline considered suitable for a landing. Today the trenches and ditches have been filled in, the barbed wire and scaffolding removed. In coastal areas the movement of the sand dunes has buried many of these structures but they will eventually reappear again. At low tide some beaches become large expanses of flat, firm sand suitable for aircraft landing grounds. To prevent this a system of beach obstacles were erected. These obstructions consisted of anti-

glider/aircraft stakes, a wooden pole set in concrete within a section of concrete drain pipe embedded into the sand and arranged in rows about 30 to 40 feet apart. Today these stakes have been cut down to leave only rows of stumps about 6 inches high.

In addition to the anti-invasion defences along the coast there were similar lines of defence built across the country known as 'stop lines'. These lines of defence often followed natural features for example, rivers, and ridges of high ground and steep sided valleys. Others followed artificial features such as railway cuttings and embankments and canals. Bridges would be made ready for destruction by an explosive charge just before the enemy arrived. Numerous roadblocks were built with various types of flame trap. Obstructions, similar to those constructed on the beaches, were put across fields to prevent aircraft from landing, these obstructions consisted of stakes or ditches and in some cases rows of old cars were used.

Airfields, radar stations and other military sites had their own defences against air and land attack. Important industrial areas, cities and ports were heavily defended with coast batteries, anti-aircraft batteries, and searchlight batteries. Decoy sites of varying types were built, some to mimic towns or cities, others to mimic airfields or harbours, Minefields, booms and indicator loops (wires laid on the seabed to detect the passing of vessels by change in magnetic field) were installed to protect estuaries and ports from attack from the sea.

There were many other structures built during the war years that should be noted, including, factories specifically built to provide materials and equipment for the war machine, and the provision of training and storage areas for military supplies. Although many purpose built civil defence structures were built, existing buildings were often altered to suit their new requirements. Examples include air raid shelters, air raid warden's posts, Auxiliary Fire Service stations, first aid posts and hospitals.

### Highland

The Highland Region contains a large proportion of Scotland's North Sea coast recognised during the early part of World War Two to be potentially vulnerable to a sea borne invasion. Complex anti-invasion defences were constructed, miles of anti-tank blocks supported at strategic locations by pillboxes and gun emplacements. Anti-tank blocks can still be seen in many places, some have been removed, others buried by mobile sand but many remain in place. Good examples being those at



Keiss and Freswick Bay. Coast Batteries were built to protect the important Naval Bases in the Cromarty Firth and Loch Ewe in both wars, the latter also being an important convoy assembly point during the Second World War. Flying boats, based at Alness were a common sight during the Second World War taking off and landing on the Cromarty Firth. During the First World War Captain Munro constructed the prototype boom across the entrance to Cromarty Firth. Following its success many others were then installed at other strategic locations in the UK. Coast batteries were built at Fort George and Wick.

Heavy Anti-aircraft Batteries were built to protect Loch Ewe, Invergordon and Wick. A decoy site was built at Ulbster for Wick Airfield and another at Greenland for Castletown Airfield. Highland Region contains a number of military airfields, with only a few still in use as civil airfields today. Today their locations are marked by abandoned runways, decaying buildings and air raid shelters. The Chain Home Radar Stations and their defences at Sango and Loth still have many structures extant to mark their existence. Many pillboxes survive in the Bonar Bridge area, then the only route north - south on the east side of the Highland Region.

On the northwest coast, the waters around Kylesku were used for training by the XIIth. Submarine Flotilla who manned the X-Craft that severely damaged the Tirpitz in Altenfjord, Norway. During the last war the village of Inver, overlooking the Dornoch Firth was evacuated and the surrounding area used to practice beach landing skills that would be used in the D-day assault on the French coast in June 1944. The landing craft came round Tarbat Ness from Cromarty for these important training exercises. Today, Loch Ewe is still used by NATO as a fuel depot with fuel tanks lying deep inside the hillside linked by a pier capable of handling NATO vessels.

The structures that have survived up to now will not last indefinitely and should be recorded as they are part of our heritage and to a historian are just as important as the castles, forts and tower houses of earlier times.

This survey does not claim to be a complete list of all the 20<sup>th</sup>. Century Defences in Scotland. Over the years many structures have been cleared away for a variety of reasons, ranging from road improvements, housing development to clearance due to the structures being considered as eyesores. Some have been cleared away as they have become dangerous whilst others on the coast have either fallen into the sea due to coastal erosion or have been buried by sand dunes.

## Highland Index

<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Ackergillshore	Pillbox	79
Alness	Flying Boat Base	144
Altnaharra	ROC Post	13
Ardgay	Pillbox	160
Aultbea	Cinema	100
Aultbea	Heavy AA Battery	101
Balinoe	Road Blocks	125
Balinoe	AT Pillbox	126
Balinoe	Pillbox	127
Balmacara	Heavy AA Battery	92
Blackstand	Airfield	189
Bonar Bridge	Pillbox	158
Bonar Bridge	Pillbox	161
Bonar Bridge	Pillbox	162
Bonar Bridge	Pillbox	164
Bonar Bridge	Pillbox	165
Bonar Bridge	Pillbox	168
Boor	Large Concrete Block	105
Brackla	Airfield	209
Burifa Hill	Radar Gee Station	30
Caol	Heavy AA Battery	253
Castletown	Airfield	36
Castletown	Heavy AA Battery	41
Castletown	Heavy AA Battery	43
Corran Point	RM Battery	251
Cove	Coast Battery	114
Cromarty	Rifle Range	196
Cromarty	Port	197
Cromarty	Sea Plane Base	198
Cromarty	Control Tower	199
Cromarty	Pump House	201
Cromarty	WW1 Trench System	203
Cromarty	Boom	228
Cromarty	ROC Post	249
Dalcross	Airfield	181
Dornock	Airfield	235
Dounreay	Airfield	19
Dunnet Head	Radar CHL	45
Dunnet Head	ROC Post	46

<b><u>Location</u></b>	<b><u>Site Type</u></b>	<b><u>Page</u></b>
Evanton	Airfield	136
Evanton	Pillbox	137
Evanton	Pillbox	142
Fearn	Airfield	229
Fort George	Coast Battery	178
Fort George	Rifle Range	179
Fortrose	ROC Post	176
Freswick Bay	AT Blocks. Pimples. Road Blocks	81
Greenland	Decoy Bunker	34
Hoy	Fuel Tanks	28
Inchindown	Fuel Tanks	149
Inverasdale	Heavy AA Battery	98
Invercharron	Pillbox	121
Invercharron	Pillbox	122
Invercharron	Road Block	123
Invercharron Mains	Pillbox	166
Invercharron Mains	Pillbox	167
Invergordon	Heavy AA Battery	153
Invergordon	Pillbox	205
Invergordon	Heavy AA Battery	207
Invergordon	Fuel Tanks	187
Inverness	Fighter Command HQ	134
Keiss	AT Blocks. Pimples. Road Blocks	83
Keiss	Pillbox	85
Kirkton	Airfield	245
Kyle of Lochalsh	Coast Battery	87
Kyle of Lochalsh	Naval Base	89
Kyle of Lochalsh	Heavy AA Battery	90
Kylesku	Monument	5
Lairg	Pillbox	9
Lairg	Pillbox	11
Lairg	Pillbox	15
Leacon Donna	Port War Signal Station	110
Leanach	Airfield	172
Loch Tollie	Heavy AA Battery	94
Longman	Airfield	129
Loth	Radar Chain Home	17
Lovat Bridge	Pillbox	118
Lovat Bridge	Pillbox	119
Mellangaun	Heavy AA Battery	96
Mellon Charles	Navy Camp	111



<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Migdale Hospital	Pillbox	163
Navidale	Radar CHL/CD	23
Naust	Pump House. Dam. Water Supply	103
Nigg	Submarine Mining Depot	194
Nigg	Coast Battery	212
Nigg Ferry	Pillbox	192
Nigg Ferry	Torpedo Tubes	193
North Sutor	Coast Battery 9.2/6	213
North Sutor	Radar OP	214
North Sutor	Coast Battery 4	215
North Sutor	CB BOP	216
Noss Head	Radio Building	66
Pitcalnie	Quadrant Tower	233
Rubh'a'Choin	Heavy AA Battery	112
Sango	Radar CH	7
Scrabster	Road Block	32
Skitten	Airfield	60
South Sutor	Coast Battery 4	218
South Sutor	Radar CHL	219
South Sutor	ROC Post	220
South Sutor	Coast Battery 9.2/6	221
South Sutor	Fire Command Post	222
South Sutor	PWSS	223
South Sutor	Army Camp	224
South Sutor	XDO Post	225
South Sutor	Mine Watching Post	226
Spean Bridge	ROC Post	255
Stoer	Radar CHL	1
Stoer	Camp Site	3
Tain	Airfield	238
Tarvie	Pillbox	116
Tannach	Radar CH	48
Thrumster	Radio Station	50
Thrumster	Radar CH	54
Thrumster	Decoy Bunker	56
Thurso	Pillbox	25
Thurso	AT Blocks	26
Tomatin	ROC Post	170
Tomich	Pump House	151
Tournaig Farm	Heavy AA Battery	108
Tournaig Farm	Balloon Station	107

<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Ulbster	Radar CHL	58
Wester Fearn	Pillbox	155
Wester Fearn	Pillbox	156
Wick	Heavy AA Battery	52
Wick	Heavy AA Battery	65
Wick	Coast Battery	68
Wick	Pillbox	69
Wick	AT Blocks	70
Wick	Airfield72	72

## Highland Photographs

### Index

<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Ackergillshore	Pillbox	P2
An Fhaighear	HAA Battery	P23
Ardgay	Pillbox	P38
Aultbea	Cinema	P25
Aultbea	HAA Battery	P25
Balinoe	Road Block	P33 P34
Balinoe	Pillbox	P35
Blackstand	Airfield	P42
Bonar Bridge	Pillbox	P39
Boor	Platform	P26
Burifa Hill	Gee Station	P11 P12 P13
Chanonry Point	ROC Post	P39
Coal	HAA Battery	P62
Corran Point	RM Battery	P61
Cove	Coast Battery	P28 P29 P30 P31
Cromarty	Control Tower	P44
Cromarty	Pump House	P44
Dunnet Head	CHL Radar	P14 P15
Dunnet Head	ROC Post	P15
Evanton	Airfield	P35 P36
Evanton	Pillbox	P36
Evanton	Pillbox	P36
Fearn	Airfield	P60
Fort George	Coast Battery	P40
Fort George	Rifle Range	P40 P41
Freswick Bay	AT Obs	P20
Greenland	Decoy Bunker	P13
Inchindown	Fuel Tanks	P37
Inverasdale	HAA Battery	P24 P25
Invercharron	Pillbox	P32
Invercharron	Pillbox	P32 P33
Invercharron	Road Block	P33
Invergordon	Port. Fuel Tanks	P42
Invergordon	Pillbox	P44
Keiss	AT Obs	P21 P22
Keiss	Road Block	P21
Keiss	Road Block	P22



<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Keiss	Pillbox	P23
Kylesku	Monument	P4
Leacon Donna	PWSS	P27
Leacon Donna	Pom Pom Empl	P27
Loth	CH Radar	P9 P10
Lovat Bridge	Pillbox	P31
Lovat Bridge	Pillbox	P32
Naust	Dam	P25
Naust	Pump House	P26
Nigg	Coast Battery	P44 P45
Nigg	Pillbox	P43
Nigg	Sub Minning Dpt	P43
North Sutor	Coast Battery	P45 P46 P47
North Sutor	View from S Sutor	P47
North Sutor	CD Radar	P47
North Sutor	Coast Battery 4"	P48
North Sutor	CB BOP	P49
Noss Head	Radio Building	P19
Pitcalnie	Quadrant Tower	P60
Rubh'a'Choin	HAA Battery	P27
Sango	CH Radar	P4 P5 P6 P7 P8
Scrabster	Road Block	P13
Skitten	Airfield	P18 P19
South Sutor	Coast Battery 4"	P49 P50 P51 P52
South Sutor	CHL Radar	P52 P53
South Sutor	Coast Battery	P53 to P58
South Sutor	Navy Camp	P58
South Sutor	FCP	P59
South Sutor	XDO	P59
South Sutor	Mine Watch Post	P60
Stoer	CHL Radar	P1 P3 P3
Stoer	Camp Site	P3
Tain	Airfield	P60 P61
Tarvie	Pillbox	P31
Tannach	CH Radar	P15 P16 P17 P18
Thrumster	Decoy Bunker	P18
Thurso	Pillbox	P10
Thurso	AT Blocks	P11
Tomich	Pump House	P37
Tournaig	Balloon Depot	P26

<u>Location</u>	<u>Site Type</u>	<u>Page</u>
Tournaig	HAA Battery	P27
Wester Fearn	Pillbox	P37
Wester Fearn	Pillbox	P38
Wick	Coast Battery	P19
Wick	Pillbox	P19
Wick	AT Blocks	P20
Wick	Airfield	P20

## Highland Sites

<u>O S Sheet</u>	<u>Site Name</u>	<u>Site Type</u>	<u>NGR</u>	<u>Survey No</u>
NC-03-SW	Stoer	Radar CHL	NC 00803292	01-02-04-99✓
NC-03-SW	Stoer	Camp Site	NC 02153215	02-02-04-99✓
NC-23-SW	Kylesku	Monument	NC 22473385	03-02-04-99✓
NC-46-NW	Sango	Radar CH	NC 41506750	04-02-04-99✓
NC-50-NE	Lairg	Pillbox	NC 57990588	01-11-06-98✓
NC-50-SE	Lairg	Pillbox	NC 58500457	02-11-06-98✓
NC-53-NE	Altnaharra	ROC Post	NC 56933574	05-02-04-99✓
NC-60-NW	Lairg	Pillbox	NC 61180577	03-11-04-98✓
NC-91-SE	Loth	Radar CH	NC 96801030	01-10-06-98✓
NC-96-NE	Dounreay	Airfield	NC 995 675	03-10-06-98✓
ND-01-NW	Navidale	Radar CHL/CD	ND 03641569	04-04-04-99✓
ND-16-NW	Thurso	Pillbox	ND 10686915	02-21-04-93✓
ND-16-NW	Thurso	AT Blocks	ND 10756911	03-21-04-93✓
ND-16-SW	Hoy	Fuel Tanks	ND 14746039	02-10-06-98✓
ND-17-NE	Burifa Hill	Radar Gee	ND 19057558	12-03-04-99✓
ND-17-SW	Scrabster	Road Block	ND 10357050	01-21-04-93✓
ND-26-NW	Greenland	Decoy Bunker	ND 24636899	14-03-04-99✓
ND-26-NW	Castletown	Airfield	ND 215 670	13-03-04-99✓
ND-26-NW	Castletown	Heavy AA Battery	ND 21206643	04-10-06-98✓
ND-26-SW	Castletown	Heavy AA Battery	ND 21126050	05-10-06-98✓
ND-27-NW	Dunnet Head	Radar CHL	ND 20477656	10-03-04-99✓
ND-27-NW	Dunnet Head	ROC Post	ND 20527647	11-03-04-99✓
ND-34-NW	Tannach	Radar CH	ND 32074695	02-04-04-99✓
ND-34-NW	Thrumster	Radio Station	ND 34324560	06-10-06-98✓
ND-34-NE	Wick	Heavy AA Battery	ND 37254974	07-10-06-98✓
ND-34-SW	Thrumster	Radar CH	ND 34244490	01-04-04-99✓
ND-34-SW	Thrumster	Decoy Bunker	ND 34094374	16-03-04-99✓
ND-34-SW	Ulbster	Radar CHL	ND 33234233	03-04-04-99✓
ND-35-NW	Skitten	Airfield	ND 325 570	15-03-04-99✓
ND-35-SE	Wick	Heavy AA Battery	ND 37445436	08-10-06-98✓
ND-35-SE	Noss Head	Building Radio ?	ND 38375462	04-03-04-99✓
ND-35-SE	Wick	Coast Battery	ND 37755098	11-25-04-93✓
ND-35-SE	Wick	Pillbox	ND 37175097	12-25-04-93✓
ND-35-SE	Wick	AT Blocks	ND 37005032	02-03-04-99✓
ND-35-SE	Wick	Airfield	ND 360 525	05-04-04-99✓
ND-35-SE	Ackergillshore	Pillbox	ND 35885454	06-03-04-99✓
ND-36-NE	Freswick Bay	AT Blocks Pimples RB	ND 37816770	09-03-04-99✓
ND-36-SW	Keiss	AT Blocks Pimples RB	ND 34336002	07-03-04-99✓
ND-36-SE	Keiss	Pillbox	ND 35376108	08-03-04-99✓
NG-72-NW	Kyle of Lochalsh	Coast Battery WW1	NG 74552664	07-25-09-96✓
NG-72-NE	Kyle of Lochalsh	Naval Base	NG 76252715	08-25-09-96✓
NG-72-NE	Kyle of Lochalsh	Heavy AA Battery	NG 75612740	09-25-09-96✓
NG-82-NW	Balmacara	Heavy AA Battery	NG 81102737	10-25-09-96✓
NG-87-NW	Loch Tollie	Heavy AA Battery	NG 84807905	06-12-05-94✓
NG-88-NW	Mellangaun	Heavy AA Battery	NG 81988800	02-12-05-94✓
NG-88-NW	Inverasdale	Heavy AA Battery	NG 81828625	03-12-05-94✓
NG-88-NE	Aultbea	Cinema	NG 86618922	13-12-05-94✓
NG-88-NE	Aultbea	Heavy AA Battery	NG 86458934	12-12-05-94✓
NG-88-SW	Naust	Pump House, Dam	NG 82758321	04-12-05-94✓
NG-88-SW	Boor	Large concrete block	NG 83818228	05-12-05-94✓
NG-88-SE	Tournaig Farm	Balloon Station	NG 87418396	14-12-05-94✓
NG-88-SE	Tournaig Farm	Heavy AA Battery	NG 87518379	07-12-05-94✓
NG-89-SW	Leacon Donna	Port War Signal Station	NG 83819215	11-12-05-94✓
NG-89-SW	Mellon Charles	Navy Camp	NG 84539113	09-12-05-94✓
NG-89-SW	Rubh'a'Choin	Heavy AA Battery	NG 84099103	10-12-05-94✓



<u>O S Sheet</u>	<u>Site Name</u>	<u>Site Type</u>	<u>NGR</u>	<u>Survey No</u>
NG-89-SW	Cove	Coast Battery WW2	NG 81529212	01-12-05-94✓
NH-45-NW	Tarvie	Pillbox	NH 41055808	04-11-06-98✓
NH-54-SW	Lovat Bridge	Pillbox	NH 51404495	02-05-04-99✓
NH-54-SW	Lovat Bridge	Pillbox	NH 51694497	01-05-04-99✓
NH-59-SE	Invercharron	Pillbox	NH 59259202	01-27-04-95✓
NH-59-SE	Invercharron	Pillbox	NH 59189210	03-27-04-95✓
NH-59-SE	Invercharron	Road Block	NH 59199224	02-27-04-95✓
NH-59-SE	Balinoe	Road Blocks	NH 58009373	06-27-04-95✓
NH-59-SE	Balinoe	AT Pillbox	NH 58089363	04-27-04-95✓
NH-59-SE	Balinoe	Pillbox	NH 57919368	05-27-04-95✓
NH-64-NE	Longman	Airfield	NH 670 465	01-28-05-95✓
NH-64-NE	Inverness	Fighter Command HQ	NH 68254558	02-28-05-95✓
NH-66-NW	Evanton	Airfield	NH 625 665	05-26-04-95✓
NH-66-NW	Evanton	Pillbox	NH 62786682	06-26-04-95✓
NH-66-NW	Evanton	Pillbox	NH 60586564	03-26-04-95✓
NH-66-NE	Alness	Flying Boat Base	NH 655 675	07-26-04-95✓
NH-67-SE	Inchindown	Fuel Tanks	NH 68827451	08-04-04-99✓
NH-67-SE	Tomich	Pump House	NH 69977095	07-04-04-99✓
NH-67-SE	Invergordon	Heavy AA Battery	NH 67857011	03-28-05-95✓
NH-68-NW	Wester Fearn	Pillbox	NH 62928782	01-06-04-99✓
NH-68-NW	Wester Fearn	Pillbox	NH 62748797	02-06-04-99✓
NH-68-NW	Bonar Bridge	Pillbox	NH 63208962	12-06-04-99✓
NH-69-SW	Ardgay	Pillbox	NH 60039081	03-06-04-99✓
NH-69-SW	Bonar Bridge	Pillbox	NH 60769120	04-06-04-99✓
NH-69-SW	Bonar Bridge	Pillbox	NH 61219173	05-06-04-99✓
NH-69-SW	Migdale Hospital	Pillbox	NH 61579157	06-06-04-99✓
NH-69-SW	Bonar Bridge	Pillbox	NH 61259157	07-06-04-99✓
NH-69-SW	Bonar Bridge	Pillbox	NH 60979226	08-06-04-99✓
NH-69-SW	Invercharron Mains	Pillbox	NH 60329244	09-06-04-99✓
NH-69-SW	Invercharron Mains	Pillbox	NH 60329241	10-06-04-99✓
NH-69-SW	Bonar Bridge	Pillbox	NH 61779219	11-06-04-99✓
NH-72-NE	Tomatin	ROC Post	NH 79862994	01-28-04-95✓
NH-74-NE	Leanach	Airfield	NH 755 455	04-28-05-95✓
NH-75-NW	Fortrose	ROC Post	NH 74655580	02-26-04-95✓
NH-75-NE	Fort George	Coast Battery	NH 77205748	01-07-03-96✓
NH-75-NE	Fort George	Rifle Range	NH 77005700	02-07-03-96✓
NH-75-SE	Dalcross	Airfield	NH 775 520	05-28-05-95✓
NH-76-NW	Invergordon	Tank Farm	NH 71126890	10-04-04-99✓
NH-76-SW	Blackstand	Airfield	NH 715 605	06-29-03-95✓
NH-76-NE	Nigg Ferry	Pillbox	NH 79636875	11-11-05-94✓
NH-76-NE	Nigg Ferry	Torpedo Tubes	NH 79606869	01-10-05-94✓
NH-76-NE	Nigg	Submarine Mining Depot	NH 79646890	02-10-05-94✓
NH-76-NE	Cromarty	Rifle Range	NH 79656718	02-29-03-95✓
NH-76-NE	Cromarty	Port	NH 78506776	03-10-05-94✓
NH-76-NE	Cromarty	Sea Plane Base	NH 78856767	01-29-03-95✓
NH-76-NE	Cromarty	Control Tower	NH 78636777	12-11-05-94✓
NH-76-NE	Cromarty	Pump House	NH 78096594	04-29-03-95✓
NH-76-NE	Cromarty	WWI Trench System	NH 79606615	04-10-05-94✓
NH-77-SW	Invergordon	Pillbox	NH 70317035	09-04-04-99✓
NH-77-SW	Invergordon	Heavy AA Battery	NH 73157050	11-04-04-99✓
NH-85-SE	Brackla	Airfield	NH 855 520	12-04-04-99✓
NH-86-NW	Nigg	Coast Battery	NH 80506902	05-10-05-94✓
NH-86-NW	North Sutor	Coast Battery 9.2/6	NH 81956892	06-10-05-94✓
NH-86-NW	North Sutor	Radar OP	NH 82856980	07-10-05-94✓
NH-86-NW	North Sutor	Coast Battery 4	NH 81306871	08-10-05-94✓
NH-86-NW	North Sutor	CB BOP	NH 82566951	09-10-05-94✓
NH-86-NW	South Sutor	Coast Battery 4	NH 80876726	01-28-03-95✓

<u>O S Sheet</u>	<u>Site Name</u>	<u>Site Type</u>	<u>NGR</u>	<u>Survey No</u>
NH-86-NW	South Sutor	Radar CHL	NH 80866706	02-28-03-95✓
NH-86-NW	South Sutor	ROC Post	NH 80606693	03-28-03-95✓
NH-86-NW	South Sutor	Coast Battery 9.2/6	NH 81046698	01-11-05-94✓
NH-86-NW	South Sutor	Fire Command Post	NH 80866705	02-11-05-94✓
NH-86-NW	South Sutor	PWSS	NH 80886697	03-11-05-94✓
NH-86-NW	South Sutor	Army Camp	NH 80106705	05-11-05-94✓
NH-86-NW	South Sutor	XDO Post	NH 80706722	13-11-05-94✓
NH-86-NW	South Sutor	Mine Watching Post	NH 80916707	06-11-05-94✓
NH-86-NW	Cromarty	Boom	NH 80006800	10-10-05-94✓
NH-87-NW	Fearn	Airfield	NH 845 760	08-27-04-95✓
NH-87-SW	Pitcalnie	Quadrant Tower	NH 80307233	09-27-04-95✓
NH-88-NW	Dornock	Airfield	NH 8000 8800	06-04-04-99✓
NH-88SW	Tain	Airfield	NH 830 820	07-27-04-95✓
NH-89-NW	Kirkton	Airfield	NH 8000 9800	05-04-04-99✓
NH-89-NW	Cromarty	ROC WW2	NH 80166624	03-29-03-95✓
NN-06-SW	Corran Point	RM Battery	NN 01666346	05-05-04-99✓
NN-17-NW	Caol	Heavy AA Battery	NN 10597612	04-05-04-99✓
NN-28-SW	Spean Bridge	ROC Post	NN 20638240	03-05-04-99✓

## Bibliography

*Pillboxes. A Study of the U.K. Defences 1940.* Henry Wills.

*Action Stations 7.* David Smith.

*Military Airfields in the British Isles 1939 – 45.* Steve Willis and Barry Holliss

*Walls of War.* Keith Mallory and Arvid Ottar.

*Attack Warning Red.* Derek Wood.

*Britain's Military Airfields 1945 – 45.* David Smith.

*Scotland at War.* Ian Nimmo.

*Twentieth Century Fortifications in the United Kingdom. Vol IV Site gazetteer: Scotland (i).* CBA.

*Twentieth Century Fortifications in the United Kingdom. Vol.V. Site gazetteer: Scotland (ii)* CBA.

*This Noble Harbour. A History of the Cromarty Firth.* Marinell Ash.

*A Visit to Cromarty and Loch Ewe.* Jeff Dorman.

*A Steep Turn to The Stars.* Jim Hughes.

*Loch Ewe during World War II.* Steve Chadwick.

*Lochaber in Wartime 1939 – 1945.* Lochaber Local History.

*The Evacuation of Inver.* David Sleith.

*The Cromarty and Dingwall Light Railway.* Eric H Malcolm

*Airfield Focus. 16 Evanton.* Jim Hughes.

*Airfield Focus. 31 Invergordon.* Jim Hughes.

*Airfield Focus. 19 Inverness.* Jim Paterson.

*The Kyle Line. An Illustrated History and Guide.* Tom Weir.



*Britains Sea Soldiers. 1914 – 19.* Gen. Sir H E Blumberg KCB RM

*Scapa Flow, a Naval Retrospective.* D J Munro

*British NavalGuns 1880 – 1945. No.6.* N J M Campbell

## **Highland References**

PRO WO/192/246	Nigg Battery and Cromarty Fire Command.
PRO WO/192/247	South Sutor Battery Fort Record Book.
PRO WO/192/248	North Sutor Battery Fort Record Book.
PRO WO/192/112	Wick Battery Fort Record Book.
PRO WO/199/1158	North Sutor Battery additional gun and searchlight emplacement.
PRO WO/78/5192	North and South Sutor. Plans 1912 – 37.
PRO WO/199/632	Visit of C in C to Caithness.
PRO ADM/1/8917	Cromarty Defence Plan 1913.
PRO ADM/1/8384	Cromarty. Establishment of Naval Base.
PRO ADM/1/10317	Loch Ewe. Policy as Fleet Base October 1939.
?	Defence of Loch Ewe 1914.
PRO ADM/1/8371/74	Cromarty Fixed Defences. Disbandment of Cromarty Company, North Scottish Royal Garrison Artillery (Territorial Force) after suggested transfer to form a corps of Royal Marine Volunteers (1914).
PRO ADM/1/8481/40	Aultbea. Removal of look-out station and sick quarters to new site Loch Ewe (1917).
PRO ADM/1/9852	Organisation of Port “A” (Loch Ewe) (1939)
PRO ADM/1/10393	Mining Bases at Kyle of Lochalsh and Oban: Anti-submarine defences (1939 – 40)
PRO ADM/1/22932	Loch Ewe, Firth of Forth and Clyde: consideration of seaward defences: decision not to establish booms in peacetime; arrangements

	for laying heavy indicator nets in emergency (1951 – 54).
PRO ADM/116/1221	Cromarty Naval Base (1913).
PRO ADM/116/1291	Cromart and Rosyth (1912 – 14).
PRO ADM/116/1307	Cromart – Establishment of a Naval Base (1913 – 14).
PRO ADM/116/1367	Invergordon – Hire of Storage for Naval Base (1914 – 16)
PRO ADM/116/1374	Cromarty Naval Base. Compensation for compulsory acquisition of land (1914).
PRO ADM/116/1570	Defences – Inverness and Northern (1917 – 18).
PRO ADM/116/2073	Future of Naval Establishments at Cromarty, Invergordon, Scapa, Thurso, and Inverness. (1920)
PRO ADM/137/1893	Cromarty – Defences; Defences of Loch Ewe.
PRO ADM/137/1972	Cromarty – Defences; Grand Fleet Bases and Shore Establishments.
PRO ADM/137/1973	Cromarty – Defences.
PRO ADM/137/2141	Cromarty – Defences.
PRO ADM/137/2151	Cromarty – Defences.
PRO ADM/137/2723	Cromarty – Defences.
PRO ADM/137/2724	Cromarty – Defences.

# Scotland

Square	NC	Eastings	0080	Northings	3292
1:10,000 Map	NC-03-SW	OS Sheet	1:50,000	015	
Survey Number	01	Survey Date	02-04-99		
Survey By	J A Guy				
Site Name	Stoer				
Site Type	Radar CHL WWII				
Location Details	Up a track near to the Stoer Lighthouse. The site is up the hill above the Lighthouse				
Part of	Britains Radar Cover				
Region	Highland				
District	Sutherland				
Parish	Assynt				
County	Sutherland				
Description of site	There are hut bases, the main power house and the emergency power house with blast walls, the blast walls that protected the Tx and Rx block, the date 1941 is written in the cement. The base of the aerial can be seen and there is one shelter.				
Construction	Stone, concrete and brick				
SMR					
NMR	NC03SW21				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P1 P2 P3				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The camp site is about a mile down the road 02-02-04-99				

ION

et

100

et

100

00

30

30

10

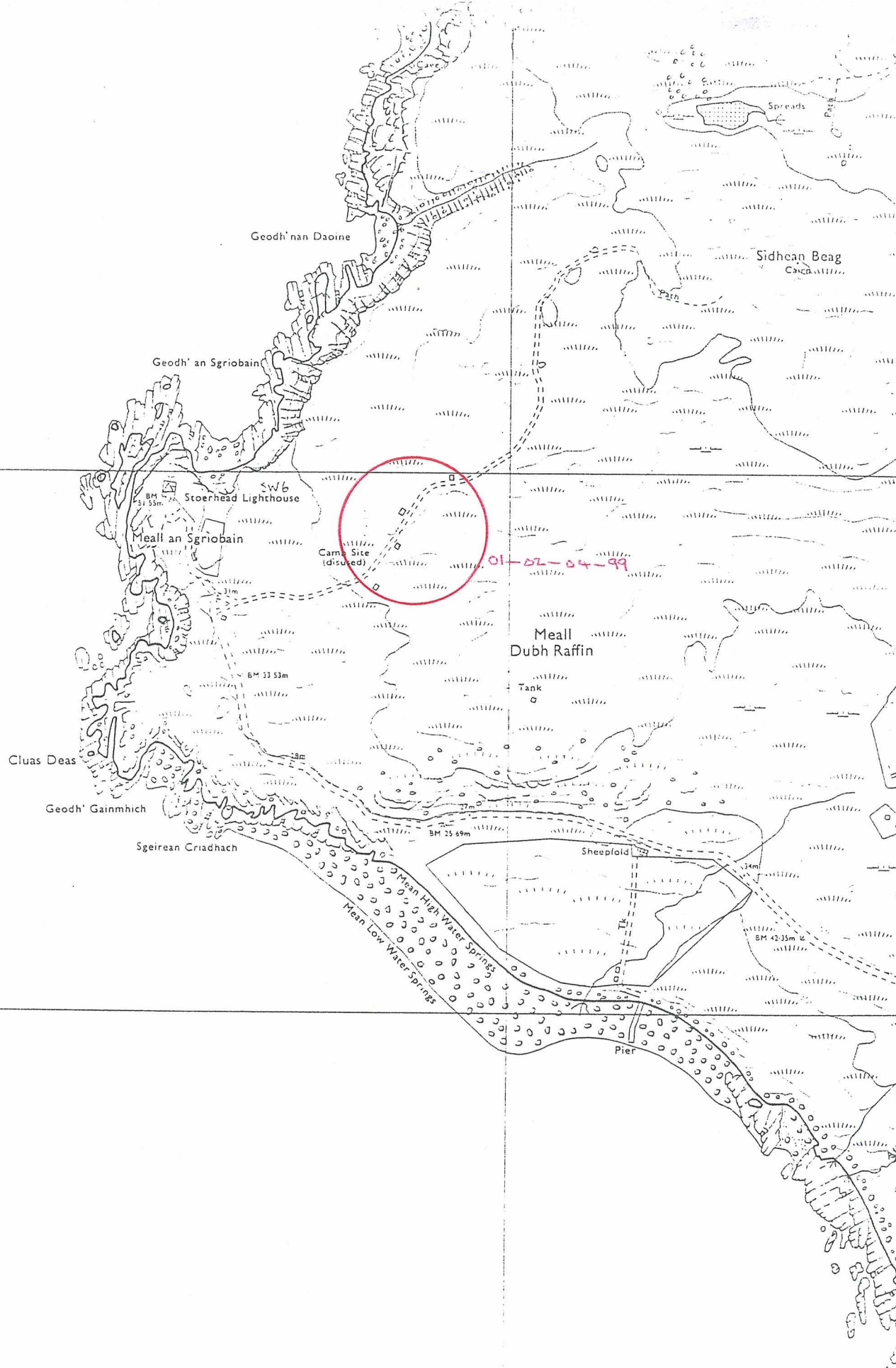
0

T H E M I N C H

33

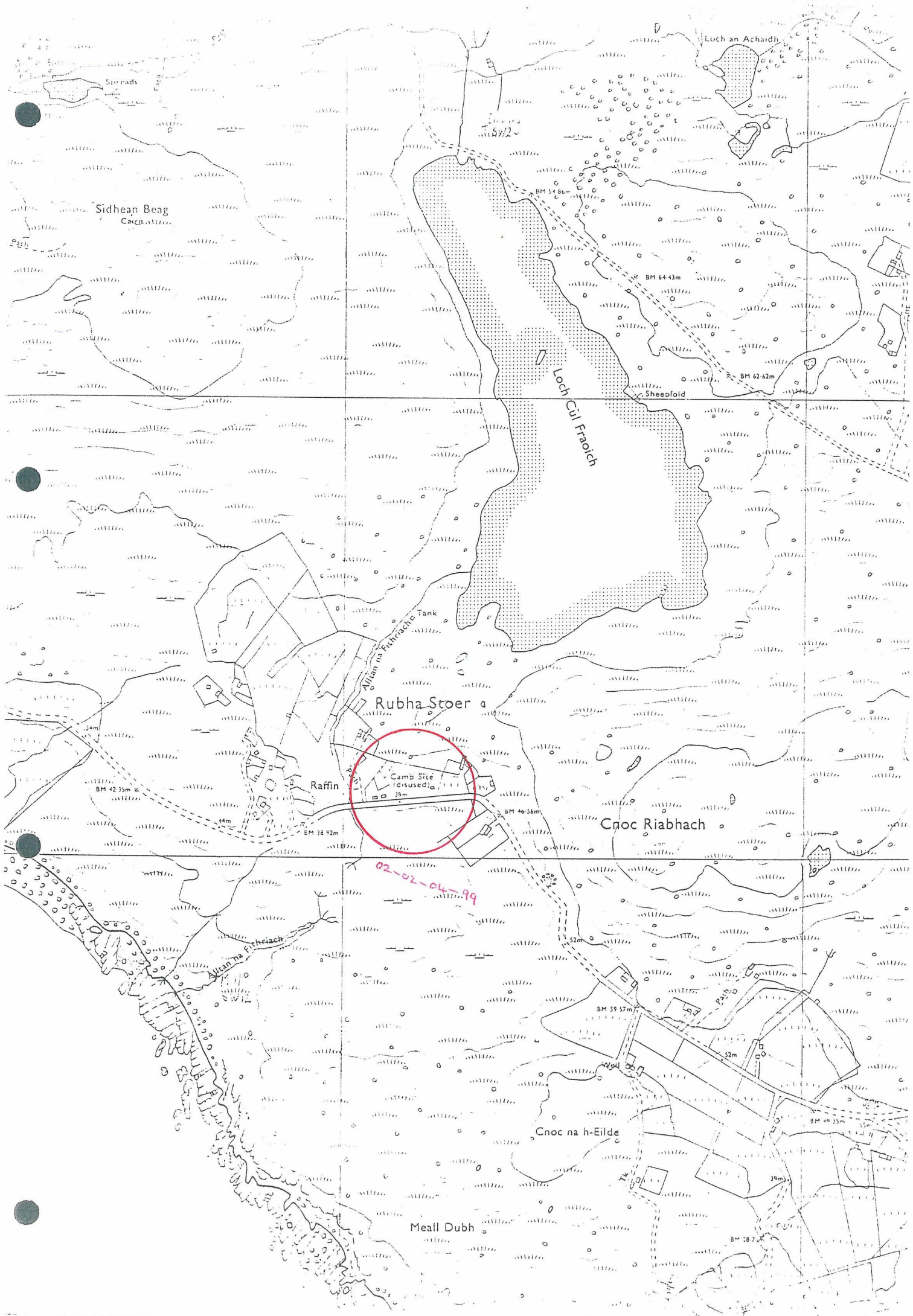
32

31



# Scotland

Square	NC	Eastings	0215	Northings	3215
1:10,000 Map	NC-03-SW	OS Sheet	1:50,000	015	
Survey Number	02	Survey Date	02-04-99		
Survey By	J A Guy				
Site Name	Stoer				
Site Type	Camp Site WWII				
Location Details	North side of the road to Stoer Lighthouse at Rubha Stoer				
Part of	Radar site				
Region	Highland				
District	Sutherland				
Parish	Assynt				
County	Sutherland				
Description of site	Mostly hut bases with on or two buildings extant				
Construction	Concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P3				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Radar site 01-02-04-99				



Loch an Achaidh

Sidhean Beag  
Carn

Loch Cui Faoich

Rubha Stoer

Raffin

Cnoc Riabhach

Altan na Fichriach

Cnoc na h-Eilde

Meall Dubh

02-02-04-99

Camp Site  
disused

BM 39.57m

BM 40.13m

BM 38.7m

BM 64.43m

BM 62.62m

BM 54.86m

BM 42.35m

BM 38.92m

BM 40.56m

Tank

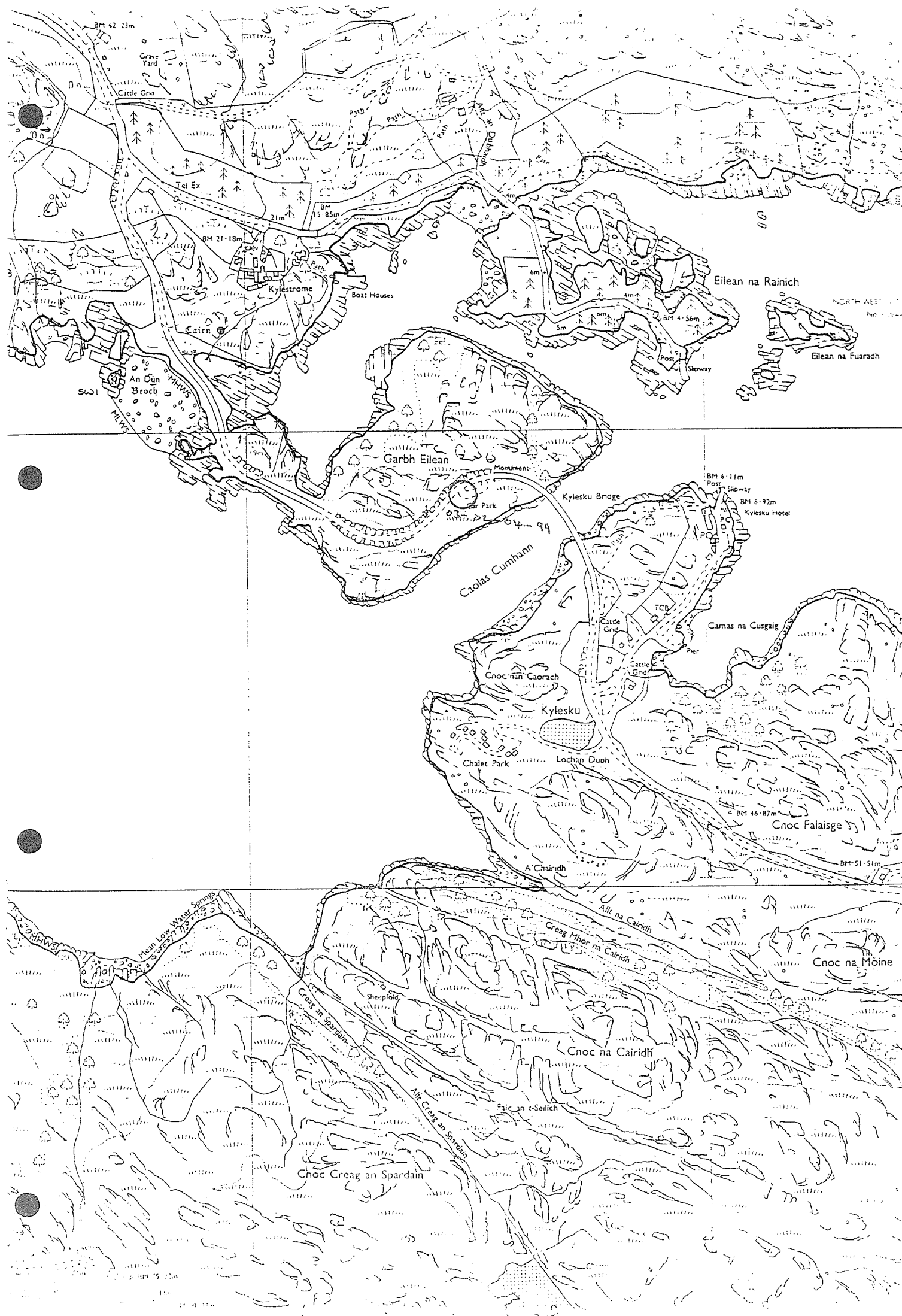
Sheepfold

Spreads



# Scotland

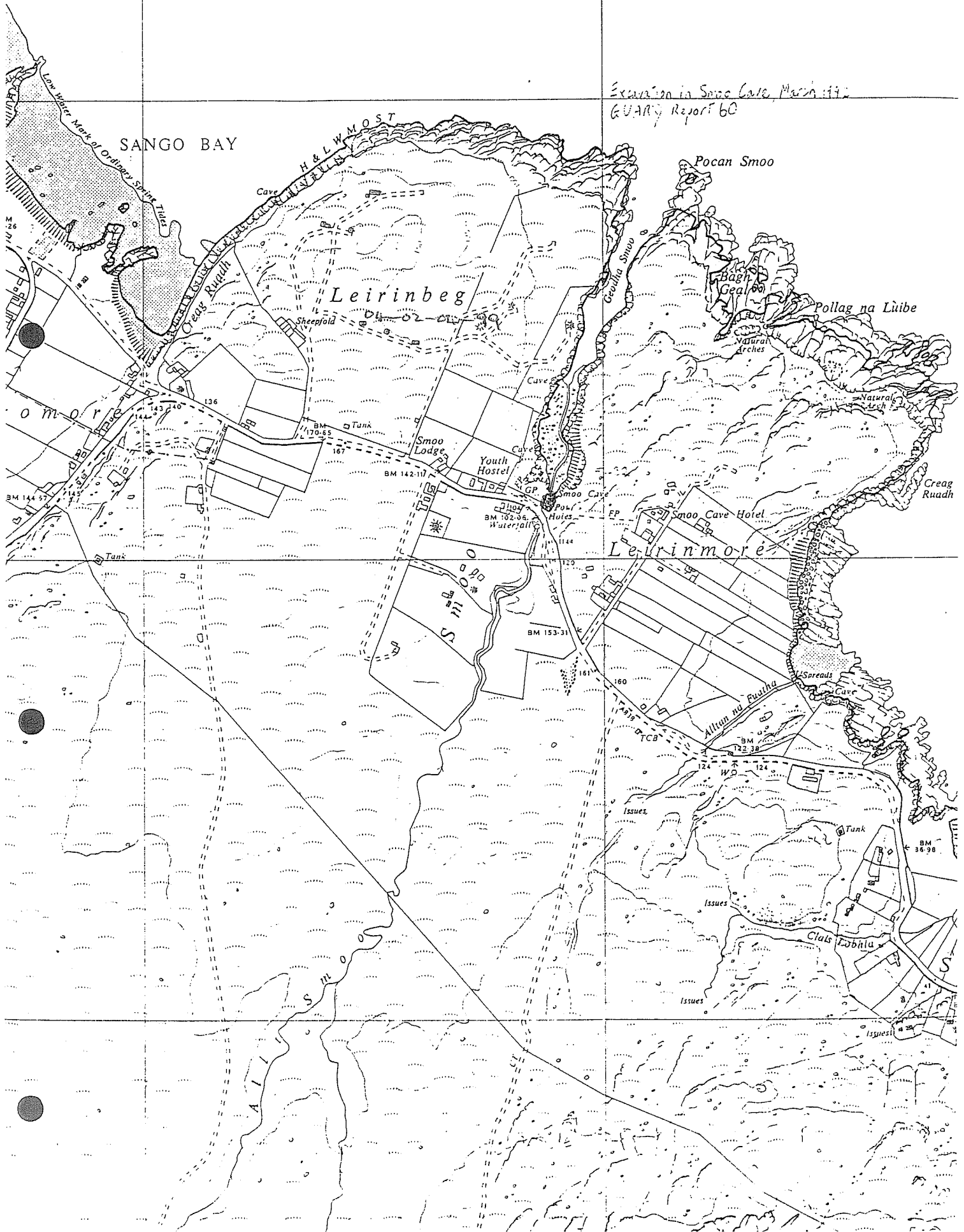
Square	NC	Eastings	2247	Northings	3385
1:10,000 Map	NC-23-SW	OS Sheet 1:50,000	015		
Survey Number	03	Survey Date	02-04-99		
Survey By	J A Guy				
Site Name	Kylesku				
Site Type	Monument				
Location Details	North side of bridge in car park				
Part of					
Region	Highland				
District	Sutherland				
Parish	Eddrachilles				
County	Sutherland				
Description of site	Stone cairn in car park				
Construction	Stone				
SMR					
NMR					
Overall condition	Good				
Risk Factor	None				
Photographs	Yes P4				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	<p>Monument erected on 10th April 1993 to the men of the XIIth Submarine Flotilla who manned the X-Craft. Much of the training of crews of these craft was done in the waters around Kylesku. Crews trained here for the attack on the Tirpitz in Altenfjord</p>				



# Scotland

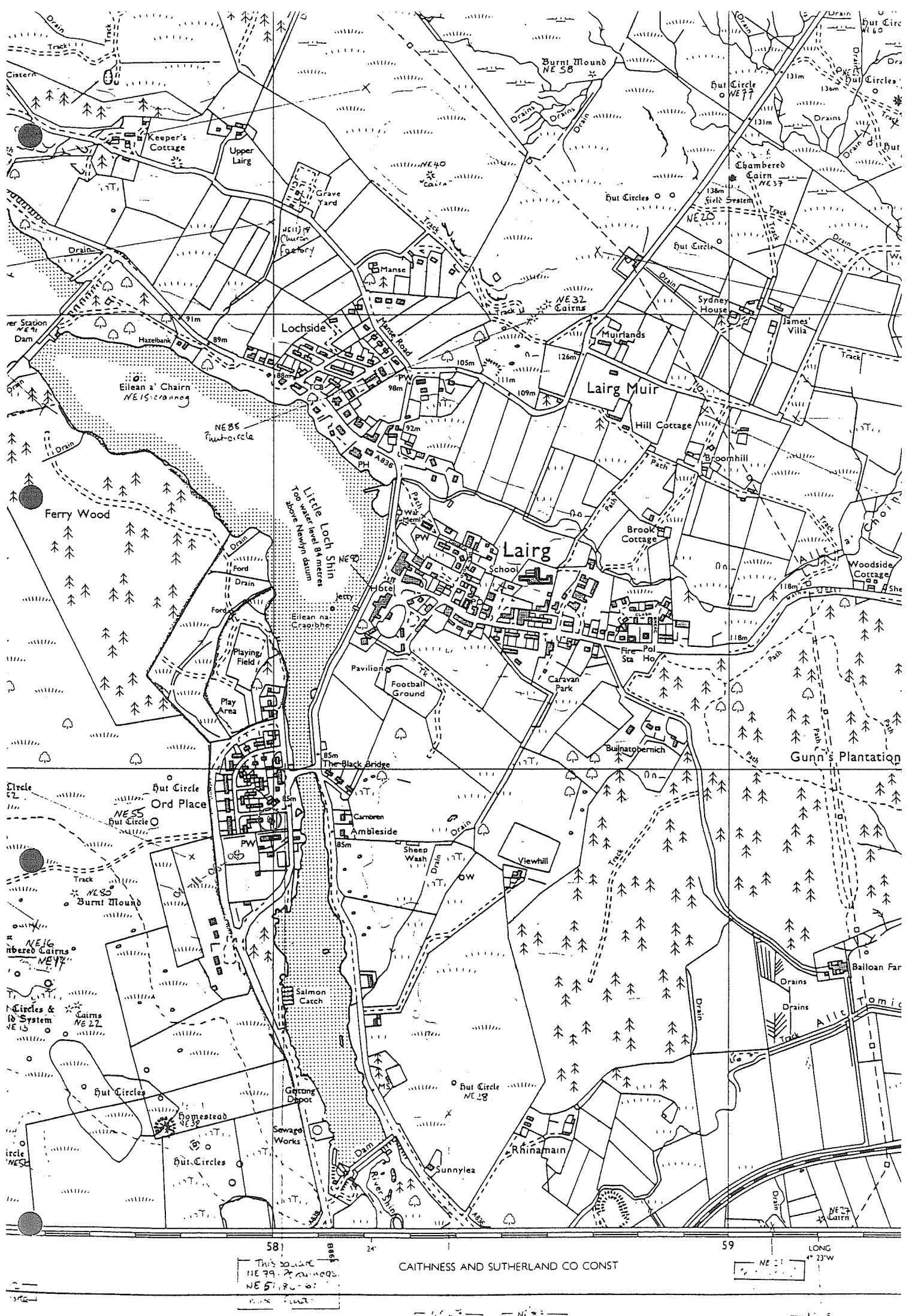
Square	NC	Eastings	4150	Northings	6750
1:10,000 Map	NC-46-NW	OS Sheet	1:50,000	009	
Survey Number	04	Survey Date	02-04-99		
Survey By	J A Guy				
Site Name	Sango. Durness				
Site Type	Radar CH WWII				
Location Details	Leirinbeg, main site on north side of road A838 just east of Durness, the rest of the site is on the south side of the road at Smoo				
Part of	Britains Radar Cover				
Region	Highland				
District	Sutherland				
Parish	Durness				
County	Sutherland				
Description of site	Many builds extant of the radar site and camp site				
Construction	All sorts				
SMR					
NMR	NC46NW2200				
Overall condition	Fair				
Risk Factor	Little				
Photographs	Yes P4 P5 P6 P7 P8				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Other military looking buildings could be seen at Aodann Mhor NC405693. Associated NMRs NC46NW2201,NC46NW23				

Excavation in Smoo Cave, March 1992  
GUARDY Report 60



# Scotland

Square	NC	Eastings	5799	Northings	0588
1:10,000 Map	NC-50-NE	OS Sheet 1:50,000	016		
Survey Number	01	Survey Date	11-06-98		
Survey By	J A Guy				
Site Name	Lairg				
Site Type	Pillbox WWII				
Location Details	Lairg Church				
Part of	Lairg Defences				
Region	Highland				
District	Sutherland				
Parish	Lairg				
County	Sutherland				
Description of site	Pillbox Type FW3/24				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	NC	Eastings	5850	Northings	0457
1:10,000 Map	NC-50-SE	OS Sheet 1:50,000	016		
Survey Number	02	Survey Date	11-06-98		
Survey By	J A Guy				
Site Name	Lairg				
Site Type	Pillbox WWII				
Location Details	Lairg Station				
Part of	Lairg Defences				
Region	Highland				
District	Sutherland				
Parish	Lairg				
County	Sutherland				
Description of site	Pillbox Type FW3/24				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



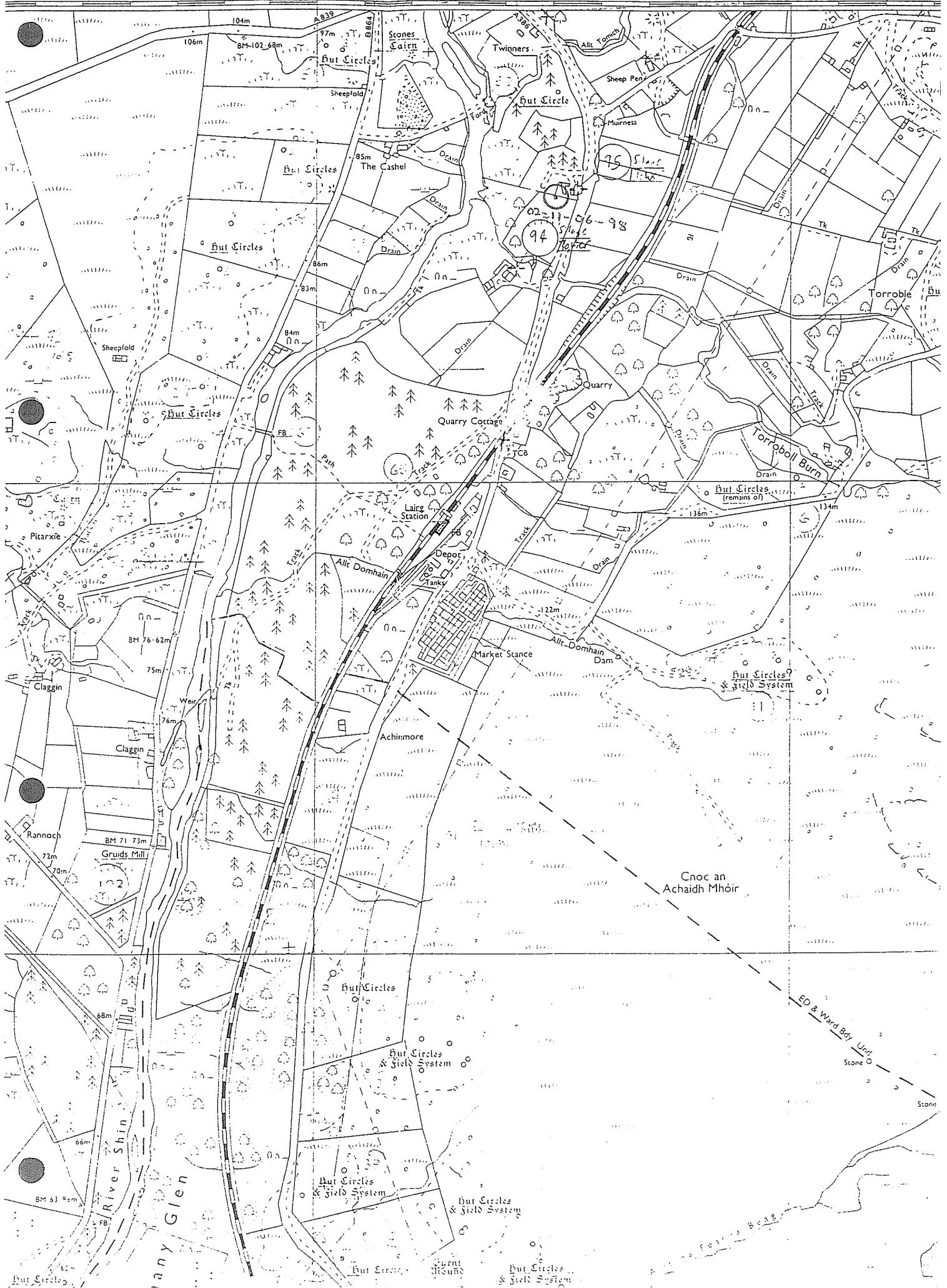
FLEET ED (a)

No 7 WARD (a)

LONG  
4° 23' W

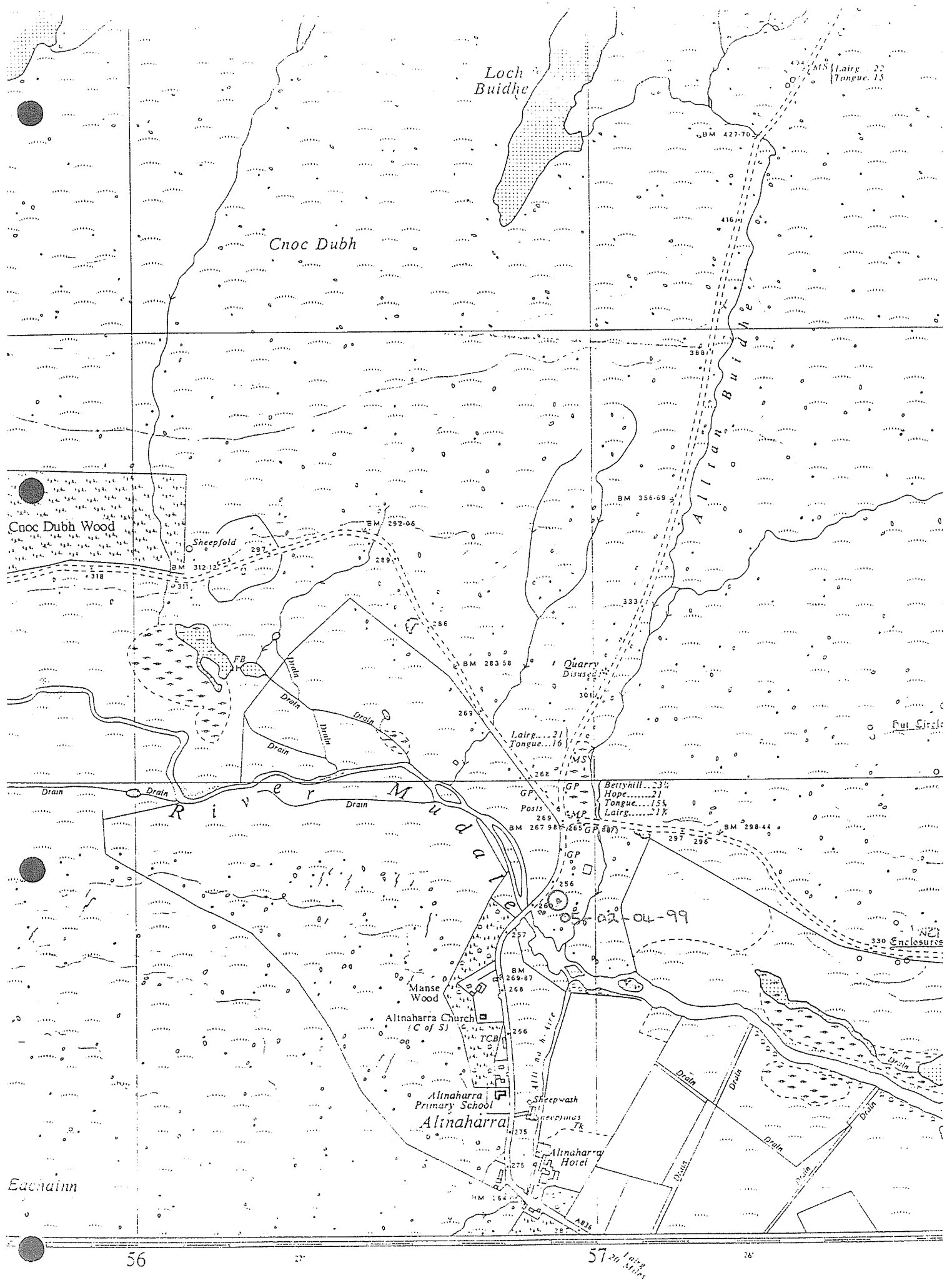
58

59



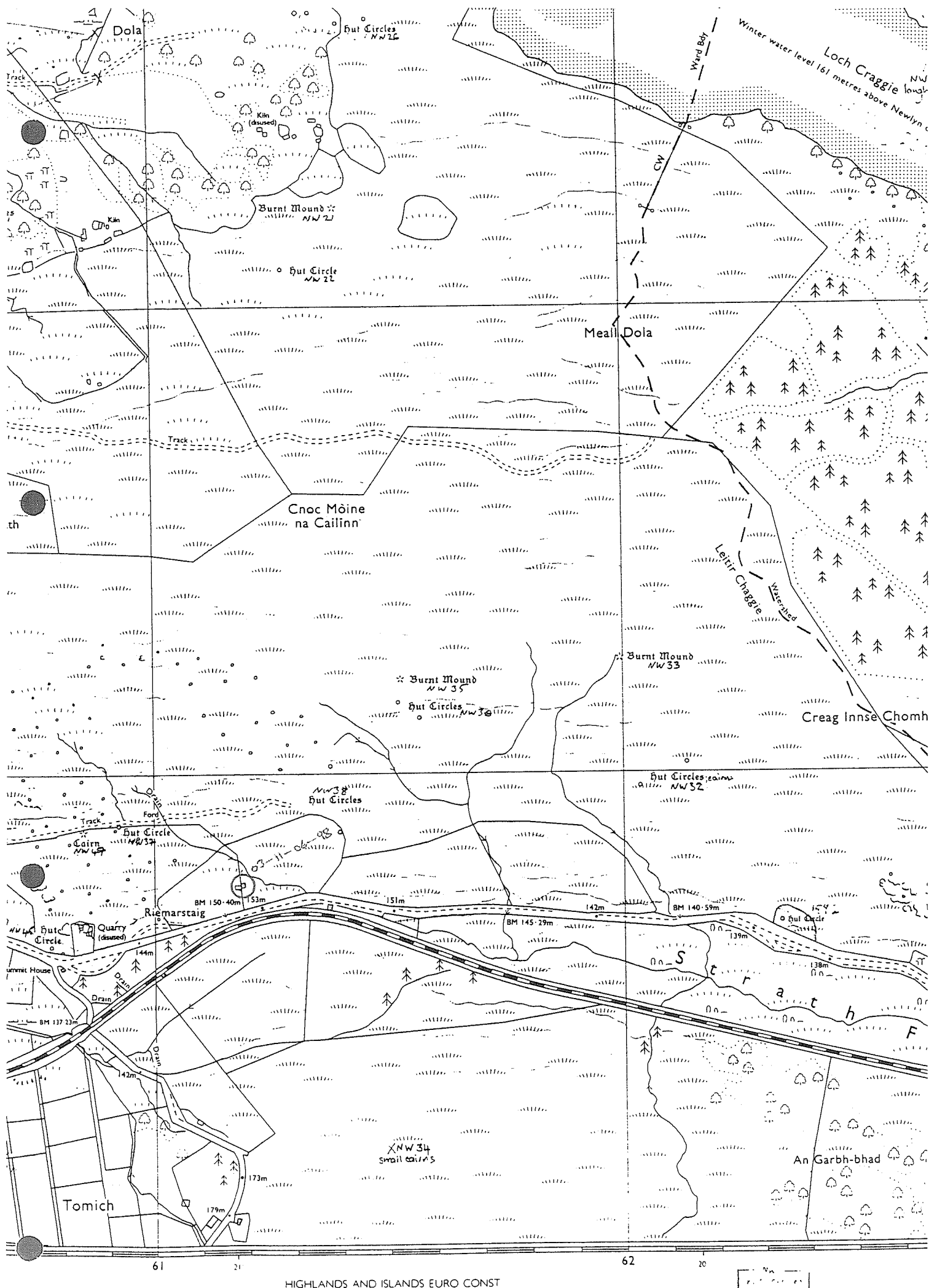
# Scotland

Square	NC	Eastings	5693	Northings	3574
1:10,000 Map	NC-53-NE	OS Sheet	1:50,000	016	
Survey Number	05	Survey Date	02-04-99		
Survey By	J A Guy				
Site Name	Altnaharra				
Site Type	ROC Post				
Location Details	The post is on the East side of the A836 just North oof Altnaharra				
Part of	ROC Network				
Region	Highland				
District	Sutherland				
Parish	Farr				
County	Sutherland				
Description of site	1950's underground ROC Post				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



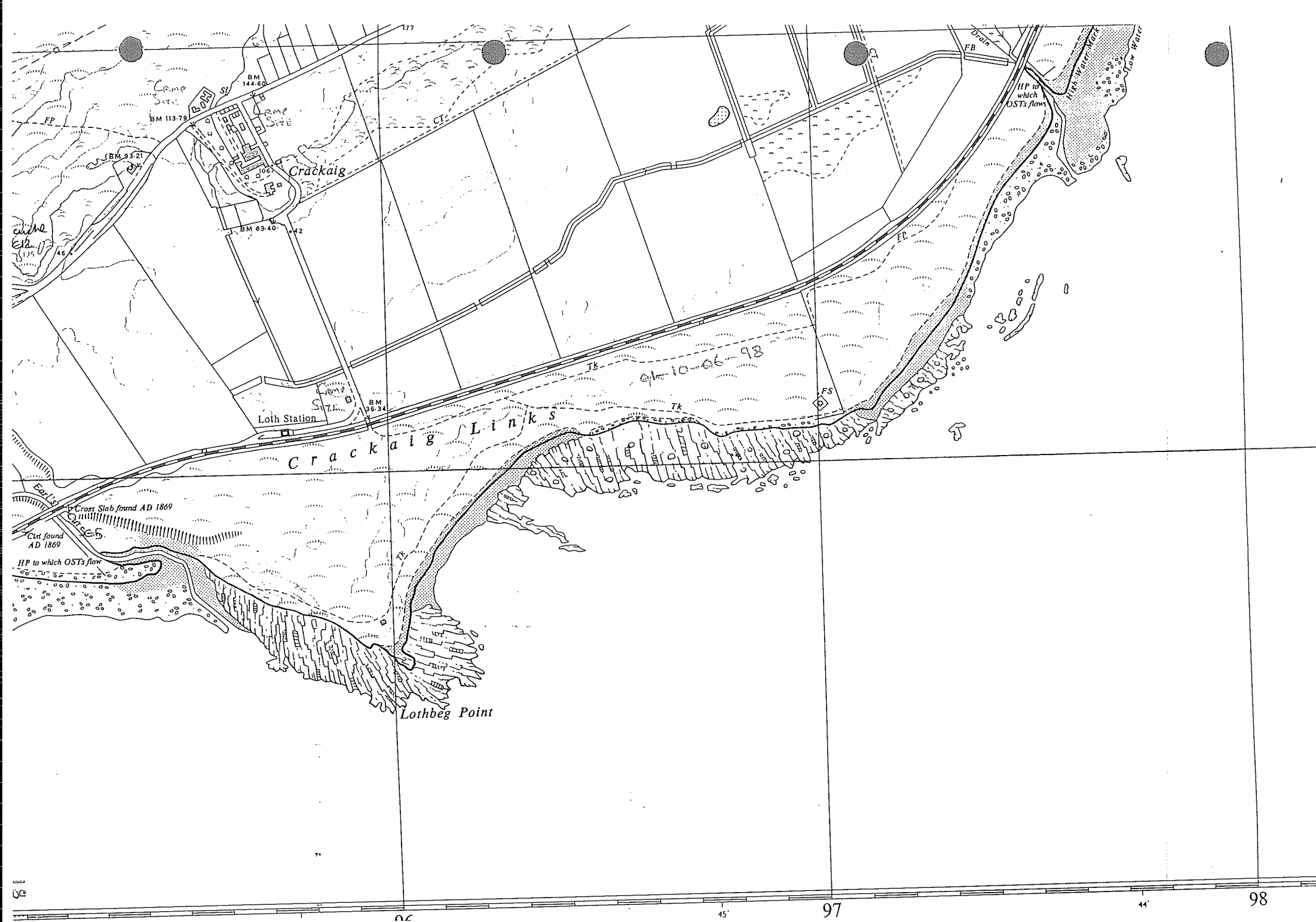
# Scotland

Square	NC	Eastings	6118	Northings	0577
1:10,000 Map	NC-60-NW	OS Sheet 1:50,000	016		
Survey Number	03	Survey Date	11-06-98		
Survey By	J A Guy				
Site Name	Lairg				
Site Type	Pillbox WWII				
Location Details	Lairg East. North side of road and railway just East of Riemarstaig				
Part of	Lairg Defences				
Region	Highland				
District	Sutherland				
Parish	Lairg				
County	Sutherland				
Description of site	Pillbox Type FW3/24				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

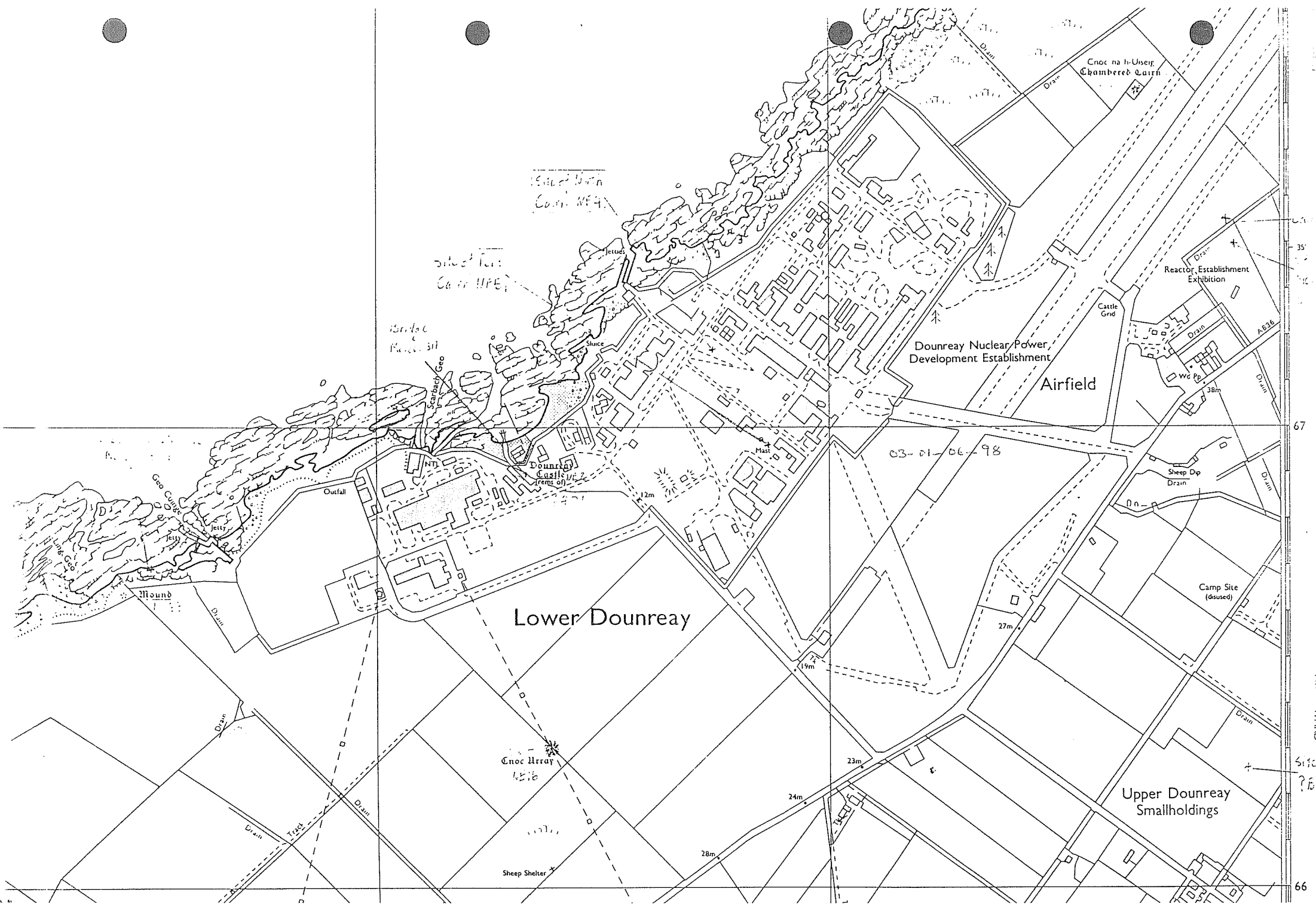
Square	NC	Eastings	9680	Northings	1030
1:10,000 Map	NC-91-SE	OS Sheet	1:50,000	017	
Survey Number	01	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Loth				
Site Type	Chain Home Radar WWII				
Location Details	South side of the A9(T) at Crakaig and Lothbeg Point. Main site covers the whole of Crakaig Links on the South side of the railway				
Part of	Britains Radar Cover				
Region	Highland				
District	Sutherland				
Parish	Loth				
County	Sutherland				
Description of site	Many buildings extant. Two Tx and two Rx buildings, engine rooms, mast bases, lookout posts and many hut bases				
Construction	Brick and concrete				
SMR					
NMR	NC91SE3200				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P9 P10				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Camp site by the main road, Navy Signal Station, hut bases only remain. Equipment from Thrumster. This site underwent several modifications resulting in the duplication of some buildings. Associated NMR's NC91SE3201,3202,3203,3204,3205				





# Scotland

Square	NC	Eastings	995	Northings	675
1:10,000 Map	NC-96-NE	OS Sheet 1:50,000	012		
Survey Number	03	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Dounreay				
Site Type	Airfield WWII				
Location Details	The airfield covers the area North of Lower Dounreay between Upper Dounreay and the sea				
Part of					
Region	Highland				
District	Caithness				
Parish	Reay				
County	Caithness				
Description of site	There are a few buildings extant although the Dounreay Nuclear Power Station is built on part of the site				
Construction	All sorts				
SMR					
NMR	NC96NE87				
Overall condition	Poor				
Risk Factor	Little				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



67

66

of those for the axe and its work was gradually transferred to Belfast and Fleetlands in Surrey. By April 1959 the process was complete and the last aircraft to leave the Yard, Skyraider *WT950*, was delivered to the AHU at Abbotsinch.

The airfield site is now divided between an industrial estate, where the Air Yard once stood, and a housing estate on the south side, on the site of the control tower and other hangars. Surprisingly, out of the collection of Bellmans, 'VR's and other types, not one hangar has survived. Some 20s style barrack blocks are still in use as offices, but of the flying field and its two short runways, only a few stretches of tarmac remain, still pathetically showing traces of the dotted white centre line markings.

### **Dornoch, Highland**

*21/NH800885. ½ mile S of Dornoch*

An unlikely place for an SLG, Dornoch was probably chosen because of the dearth of suitable level areas in this part of Scotland. It was actually sited on a golf course close to the sea shore, preparation cost about £38,000 and effective camouflage was virtually impossible. The Royal Golf Hotel in the attractive little town was taken over to provide billets for the airmen when the SLG, No 40, opened on August 8 1941.

Spitfires, Havocs and Whitleys were among the aircraft types stored here by 45 MU Kinloss. In September 1941, 41 Group Maintenance Command decided to offer the 46 MU SLG at Leanach to Flying Training Command and replace it with Dornoch. The latter was taken over by 46 MU on September 9 1943, who mainly used it for Beaufighter storage. There were 90 aircraft here in April 1944 and in July 108.

When the MU acquired Elgin as 105 SS the role of its SLGs was reversed, with aircraft being prepared for service instead of storage. The last took off on September 27 1945, and the final load of scrap from broken up machines was sent away in time for the closure date of September 30.

The strip was re-established in 1967. Loganair Services to Inverness and Wick were operated in 1972 but proved uneconomic. It is still used occasionally by light aircraft and there is no sign of any wartime buildings apart from a rather odd tin shed near the caravan site.

### **Dounreay, Highland**

*12/NC995675. 7 miles W of Thurso on A836*

Although started as early as 1942, Dounreay could hardly be called an action station as nobody seemed to want it. It only found its true role after the war, as we shall see.

In December 1942, the new airfield, intended for Coastal Command when completed, was inspected as a possible advanced base for bombing raids against Norwegian targets. The comments were not encouraging, it being noted that the aerodrome would be unsuitable for the operation of heavy bombers because neither of the two runways was aligned with the prevailing wind. The approaches, too, were poor because of the surrounding hills.

In January 1943, Coastal Command stated that it did not intend to occupy Dounreay because of a shortage of manpower and was prepared to offer its sole use to Bomber Command. Reading between the lines, it is fairly obvious that Coastal was anxious to keep bomber squadrons away from its more suitable but congested airfields on the north-east coast.

Another inspection was made in February when the runways were found to be nearly complete but with no facilities available. The officer reported: 'This aerodrome is on the extreme north coast of Scotland and is unsheltered from very strong gales, low cloud and very heavy rain, making it unfit for use consistently when the weather at Skitten about 30 miles away is fit. The prevailing wind is down the short runway which ends at the edge of a cliff and would require extending.'

When more or less complete in April 1944, the station was occupied by a Care and Maintenance party and the runways obstructed, a procedure which caused some grief to a USAAF Liberator off course on a flight from Labrador to Nutts Corner on June 3 1944. Coast crawling and hoping to find somewhere to land, the crew probably spotted Dounreay with some relief. Collision with obstacles caused some damage and parts were brought in via RAF Castletown in a B-17 to effect repairs. The Liberator was flown out successfully on June 12 and peace descended once again.

The Navy began to show an interest in Dounreay when an airfield with an

adjacent Class B Repair Yard was required near Scapa Flow for disembarked squadrons. Hatston was the eventual choice for the Yard and Dounreay was transferred to the Navy on May 15 1944, intended to be HMS *Tern II* but never commissioned. It was transferred to the charge of Flag Officer Carrier Training on August 1 1945 but was still on Care and Maintenance in January 1949 and passed to the Air Ministry on October 1 1954.

The site was selected for the development of a nuclear power station, construction being started in 1954. Apart from the fact that it was still Government-owned, it also met several other requirements. A very remote site was essential in view of the experimental nature of the station and the coastal position offered the plentiful water supply essential for this work. The airfield provided a level site and a ready-made airstrip for communications, although at first, support aircraft landed at Wick.

The first visitor seems to have been Beagle 206 *G-ATYD* on July 7 1967. One runway (the north-east to south-west strip) was retained, the research station having been built on the northern half of the airfield. The wartime control tower has now been modernised with a modern glasshouse on top.

The well known fast-breeder reactor is here and also HMS *Vulcan*, a nuclear propulsion test and training establishment and submarine development centre. All in all, it is a far cry from the derelict huts which still exist south of the perimeter road on the old domestic site.

### Drem, Lothian

66/NT860810. 2 miles S of Dirleton on B1345

A date which will always be prominent in RAF history is October 16 1939. On that day He 111s attacked warships anchored near the Forth Bridge and Spitfires shot down two of them. They were the first enemy aircraft brought down over Britain since the First World War, one being credited to 603 Squadron from Turnhouse and the other to 602 from Drem.

One of the fighter bases, Drem, had begun as a home defence landing ground for 77 Squadron in 1916/17 known as West Fenton. The site was later developed into a proper aerodrome for 2 TDS which formed here on April 15 1918 with such types as the Pup, Camel and SE 5a. The TDS disbanded in 1919, by which time the

airfield had been renamed Gullane. The American 41st Aero-Squadron was also here from April to August 1918 when its Spads and Camels departed to France.

The airfield remained unused until September 1933, when it was employed as a fuelling point by the Harts of 602 and 603 Squadrons during a coast defence exercise. Deserted once again, it was eventually rebuilt for flying training and 13 FTS formed here early in 1939 with Oxfords, Harts and Audax.

When the war began, Drem was well-positioned for the day fighter defence of the Scottish Lowlands, and thus, on October 17 1939, received the Spitfires of 609 Squadron from Acklington. No 13 FTS was disbanded on October 27 and the station was transferred officially to Fighter Command four days later. In the meantime 72 and 602 Squadrons had arrived with more Spitfires.

One of the first actions from Drem was a tragic mistake when two Hampdens of 44 Squadron were shot down over the Forth on December 21, one crew-member being killed. The following day a section of 602 Squadron engaged two He 111s east of the Isle of May and shot one of them down. Almost daily scrambles were made to investigate *Bogies* but it was not until February 22 1940 that another He 111 was brought down to crash land at Coldingham. Five days later, 609 Squadron dispatched a Heinkel into the sea off Dunbar.

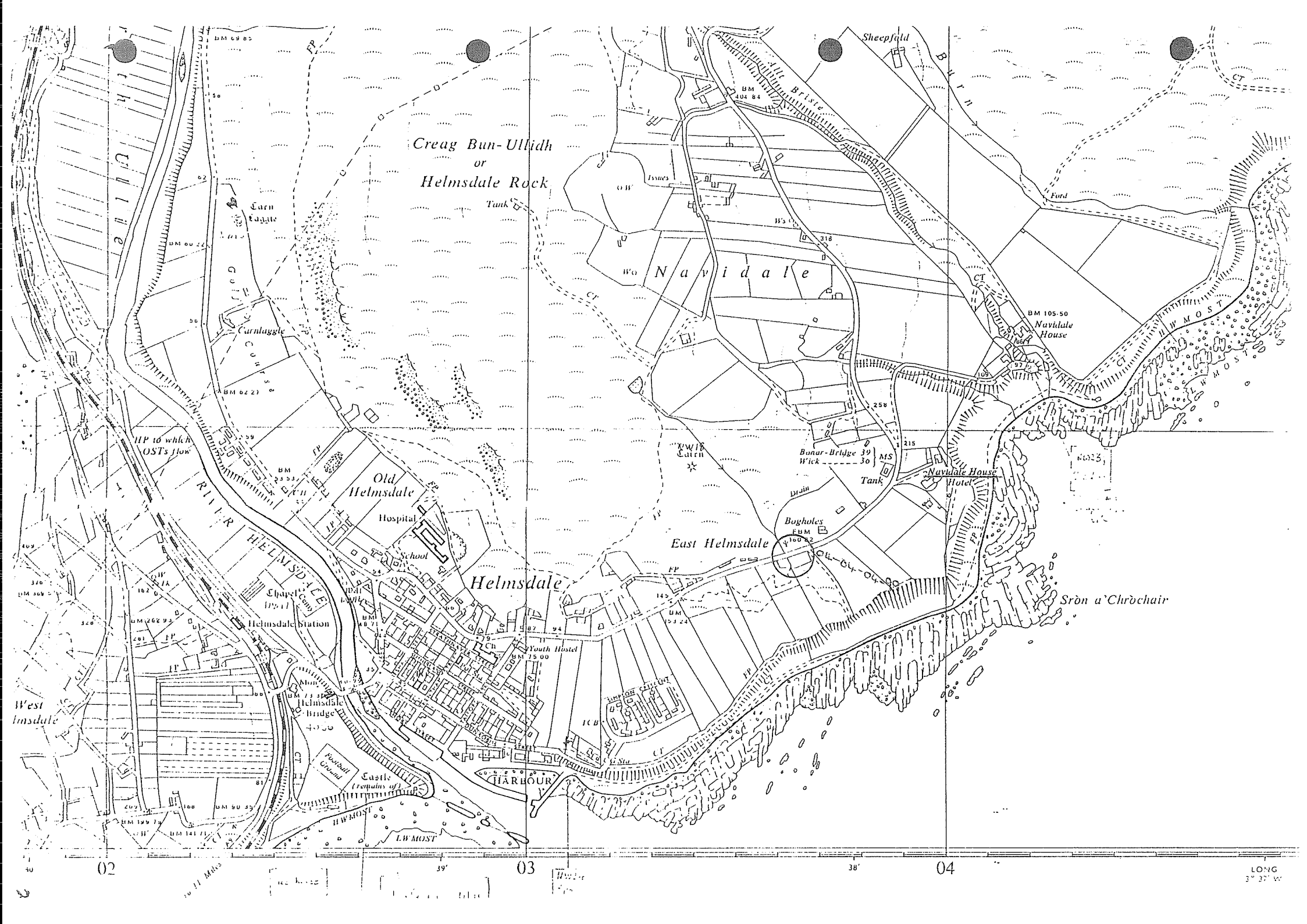
No 72 Squadron had returned to Leconfield on January 12 and a Hurricane squadron, 111, came from Dyce on December 12 and moved to Wick at the end of February, later to return for a month in the autumn. The Blenheim night fighters of 29 Squadron from Debden spent five weeks here in April/May 1940, but saw no action. (The squadron was to be here again in the spring of 1944 whilst converting from Mosquito XIs to XIIs.)

August 1940 saw 602 Squadron move south to Westhampnett, 609 having already gone to Northolt in May. Five more Hurricane squadrons, 145, 232, 245, 263 and 605 were here for short periods in 1940 and the Defiants of 141 Squadron stayed for just over a week in October.

Bad weather after operations over Germany brought 11 Whitleys of 4 Group into Drem on February 12 1941. A continuous rotation of fighter units from the south arrived for rest periods on mostly unsuccessful convoy patrols. They

# Scotland

Square	ND	Eastings	0364	Northings	1569
1:10,000 Map	ND-01-NW	OS Sheet 1:50,000	017		
Survey Number	04	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Navidale				
Site Type	Radar CHL/CD WWII				
Location Details	Site was on both sides of the A9 at East Helmsdale near Bogholes. At one time the radar was mounted on Navidale House Hotel				
Part of	Britains Radar Cover				
Region	Highland				
District	Sutherland				
Parish	Kildonan				
County	Sutherland				
Description of site	One air raid shelter set into the bank and a few bases only could be found				
Construction					
SMR					
NMR	ND01NW95				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	NGR of Navidale House Hotel ND03951587				



LONG  
3° 37' W

# Scotland

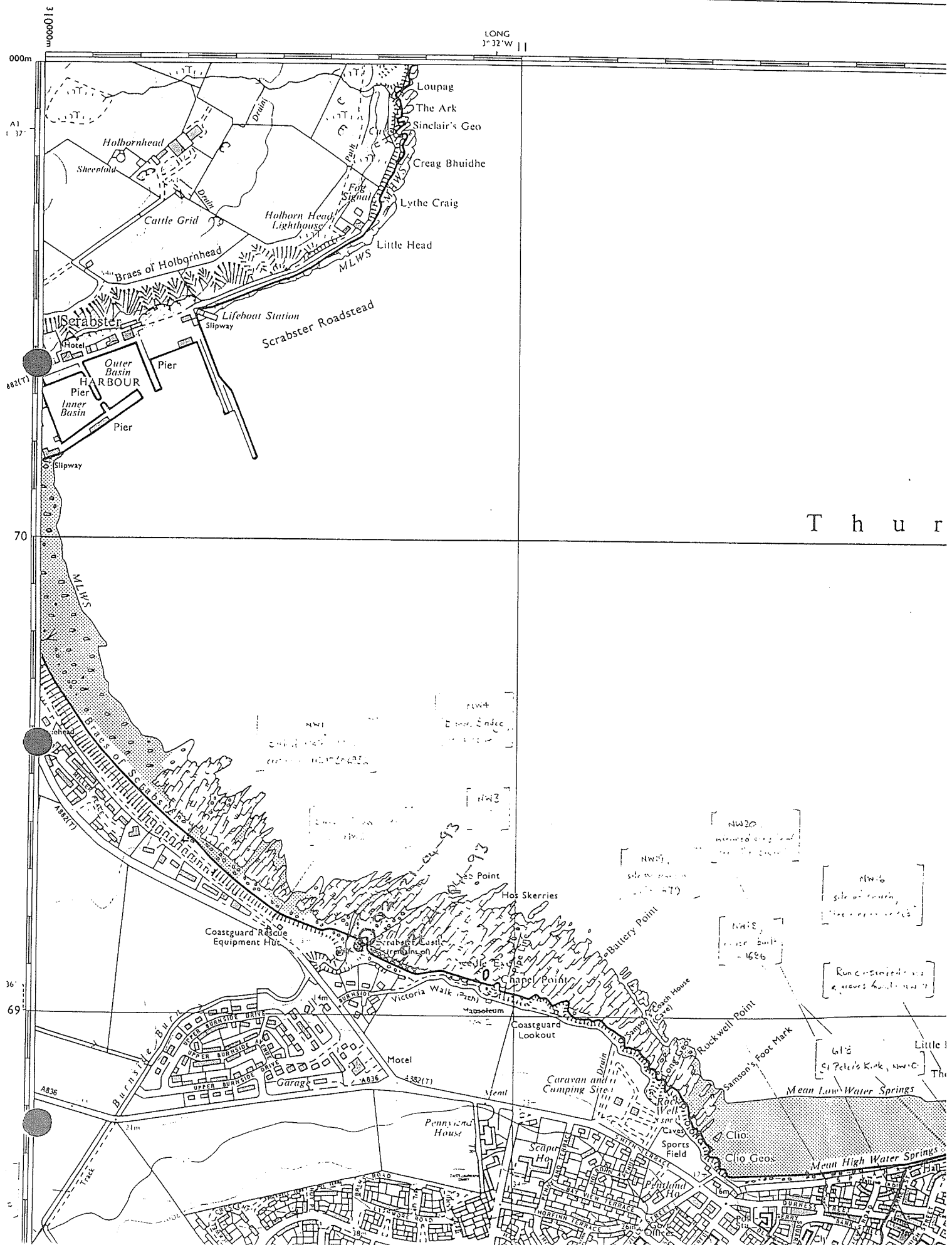
Square	ND	Eastings	1068	Northings	6915
1:10,000 Map	ND-16-NW	OS Sheet 1:50,000	012		
Survey Number	02	Survey Date	21-04-93		
Survey By	J A Guy				
Site Name	Thurso				
Site Type	Pillbox WWII				
Location Details	North West side of Thurso on site marked on OS map as Castle remains				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Thurso				
County	Caithness				
Description of site	Pillbox on the top of old castle remains. Some of the brickwork has now gone				
Construction	Brick and concrete				
SMR					
NMR	ND16NW183				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P10				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	ND	Eastings	1075	Northings	6911
1:10,000 Map	ND-16-NW	OS Sheet 1:50,000	012		
Survey Number	03	Survey Date	21-04-93		
Survey By	J A Guy				
Site Name	Thurso				
Site Type	Anti-tank Blocks WWII				
Location Details	On the beach below the pillbox on the old castle remains				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Thurso				
County	Caithness				
Description of site	Single line of Anti-tank Blocks				
Construction	Concrete				
SMR					
NMR	ND16NW183				
Overall condition	Fair				
Risk Factor	From the sea				
Photographs	Yes P11				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	On block has the date written into the concrete.				

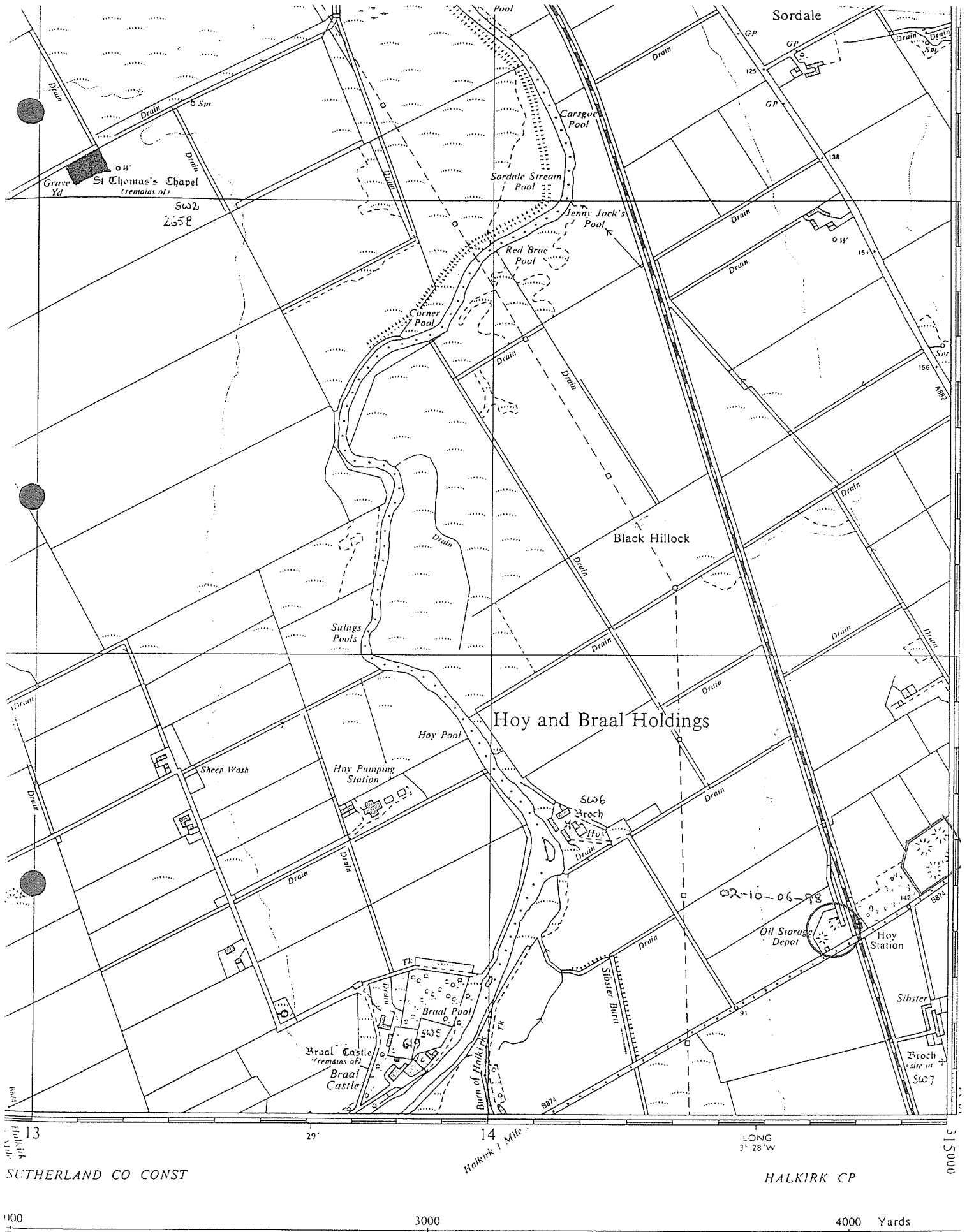


# HEIGHTS IN METRES



# Scotland

Square	ND	Eastings	1474	Northings	6039
1:10,000 Map	ND-16-SW	OS Sheet	1:50,000	011	
Survey Number	02	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Hoy				
Site Type	Fuel Tanks WWII				
Location Details	The pump room was underground on the West side of the railway and the four fuel tanks were on the East side with all on the North side of the B874				
Part of	Castletown Airfield				
Region	Highland				
District	Caithness				
Parish	Halkirk				
County	Caithness				
Description of site	Fuel Tanks				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	These fuel tanks were probably for aircraft fuel for Castletown, Wick and Skitten Airfields				



Made and published by the Director  
ORDNANCE SURVEY, SOUTH

SURVEY DIAGRAM

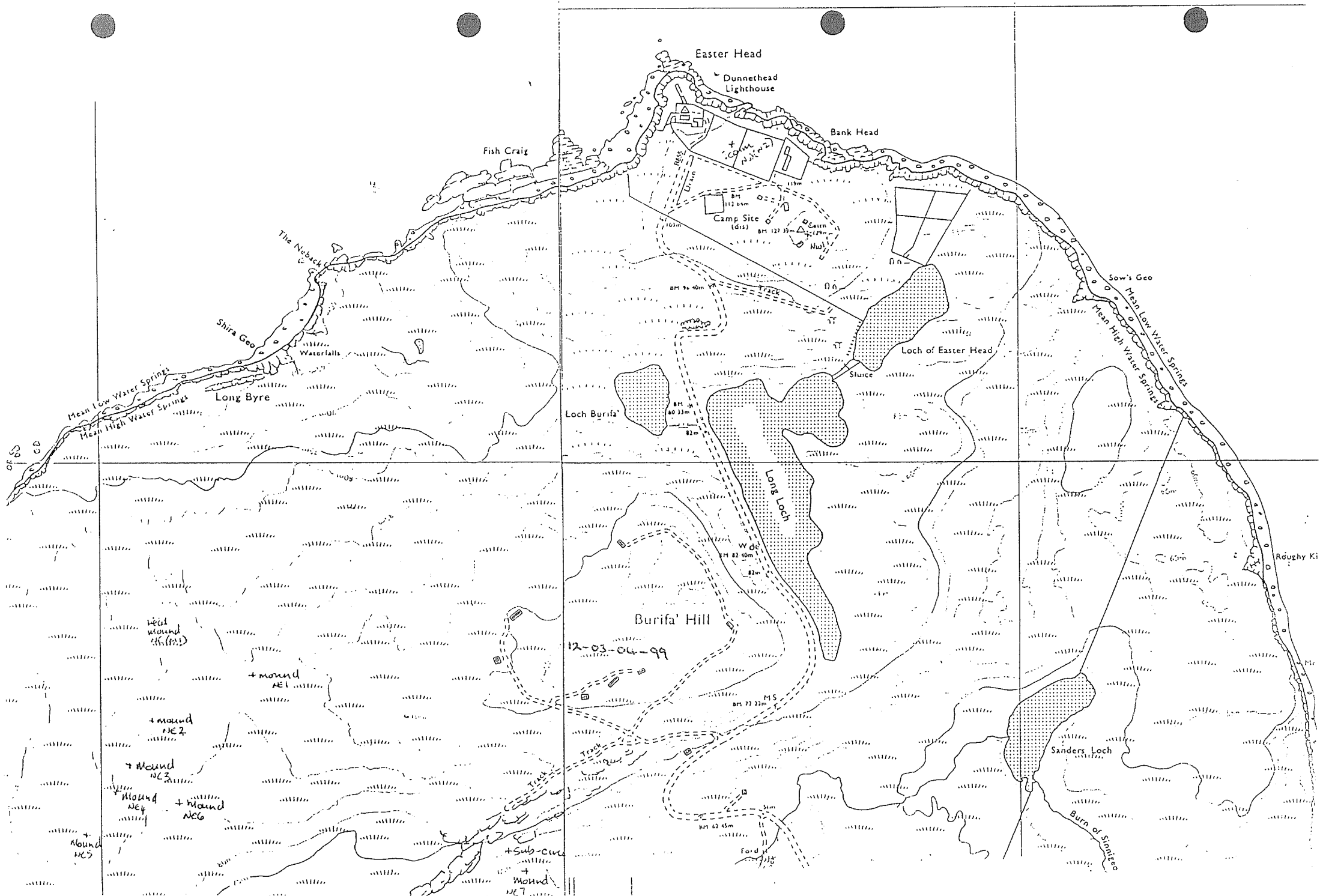
1966	1966	1966	1966	1967
1966	1966	1966	1966	1967
1966	1966	1966	1966	1967

Road	.....	Where unenclosed, shown by pecked lines.
Track	..... Tk	
Path	..... Path	

Railways	Cutting	Embankment
Standard Gauge	Road over	Foot Brn
	Level	

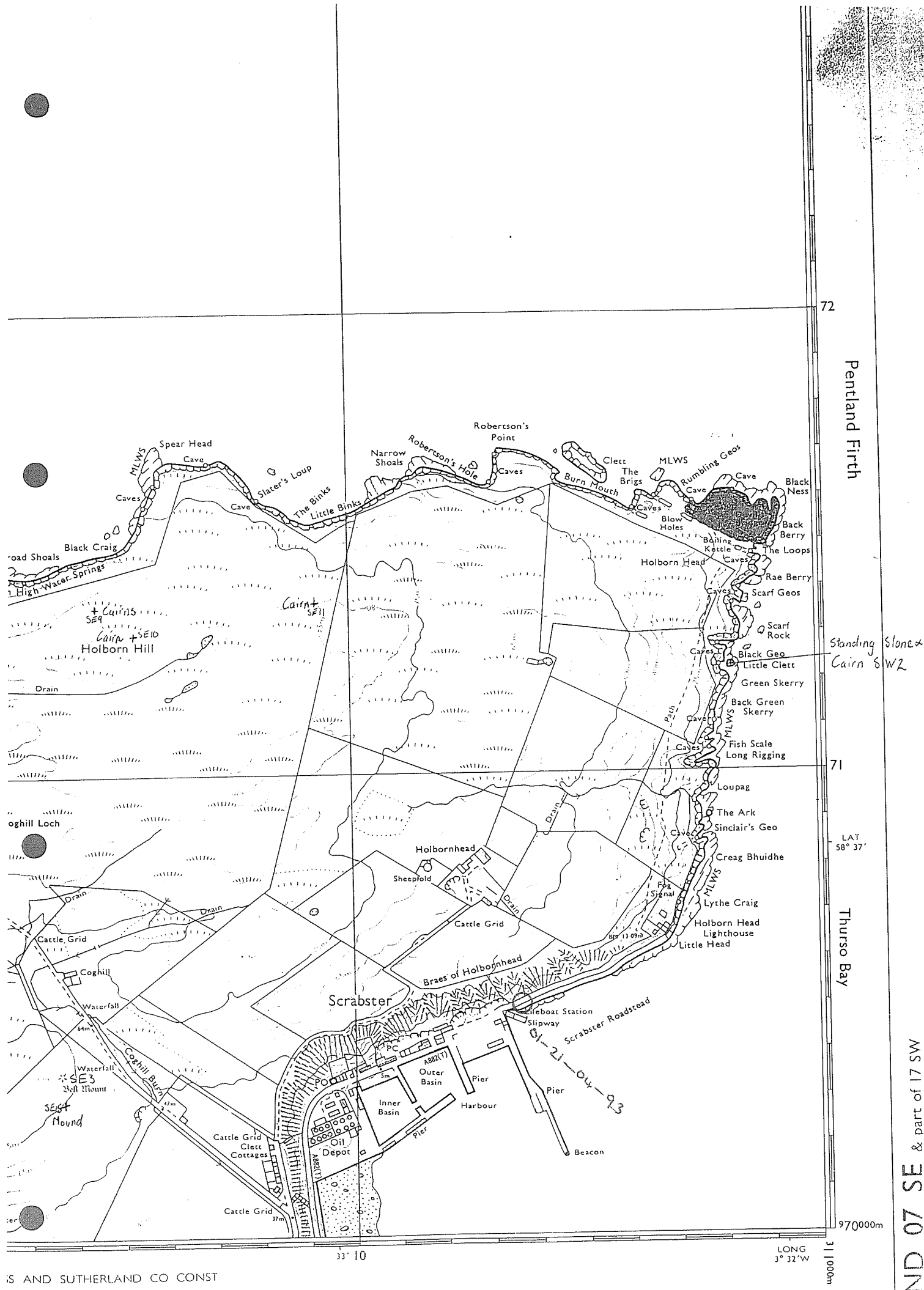
# Scotland

Square	ND	Eastings	1905	Northings	7558
1:10,000 Map	ND-17-NE	OS Sheet	1:50,000	012	
Survey Number	12	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Burifa Hill				
Site Type	Radar. WWII Gee Station				
Location Details	Burifa Hill on Dunnet Head				
Part of	Britains Radar Cover				
Region	Highland				
District	Caithness				
Parish	Dunnet				
County	Caithness				
Description of site	Covers a large area, camp site now only hut bases, other main building blast walls and mast bases extant. Four mast and four light AA positions				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P11 P12 P13				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Gee Station was a radar navigation system. The equipment was housed in Nissen Huts enclosed in the extant blast walls				



# Scotland

Square	ND	Eastings	1035	Northings	7050
1:10,000 Map	ND-17-SW	OS Sheet 1:50,000	012		
Survey Number	01	Survey Date	21-04-93		
Survey By	J A Guy				
Site Name	Scrabster				
Site Type	Road Block WWII				
Location Details	The road block is behind the lifeboat house on the road to Holbornhead Lighthouse				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Thurso				
County	Caithness				
Description of site	Concrete block on either side of the road				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P13				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



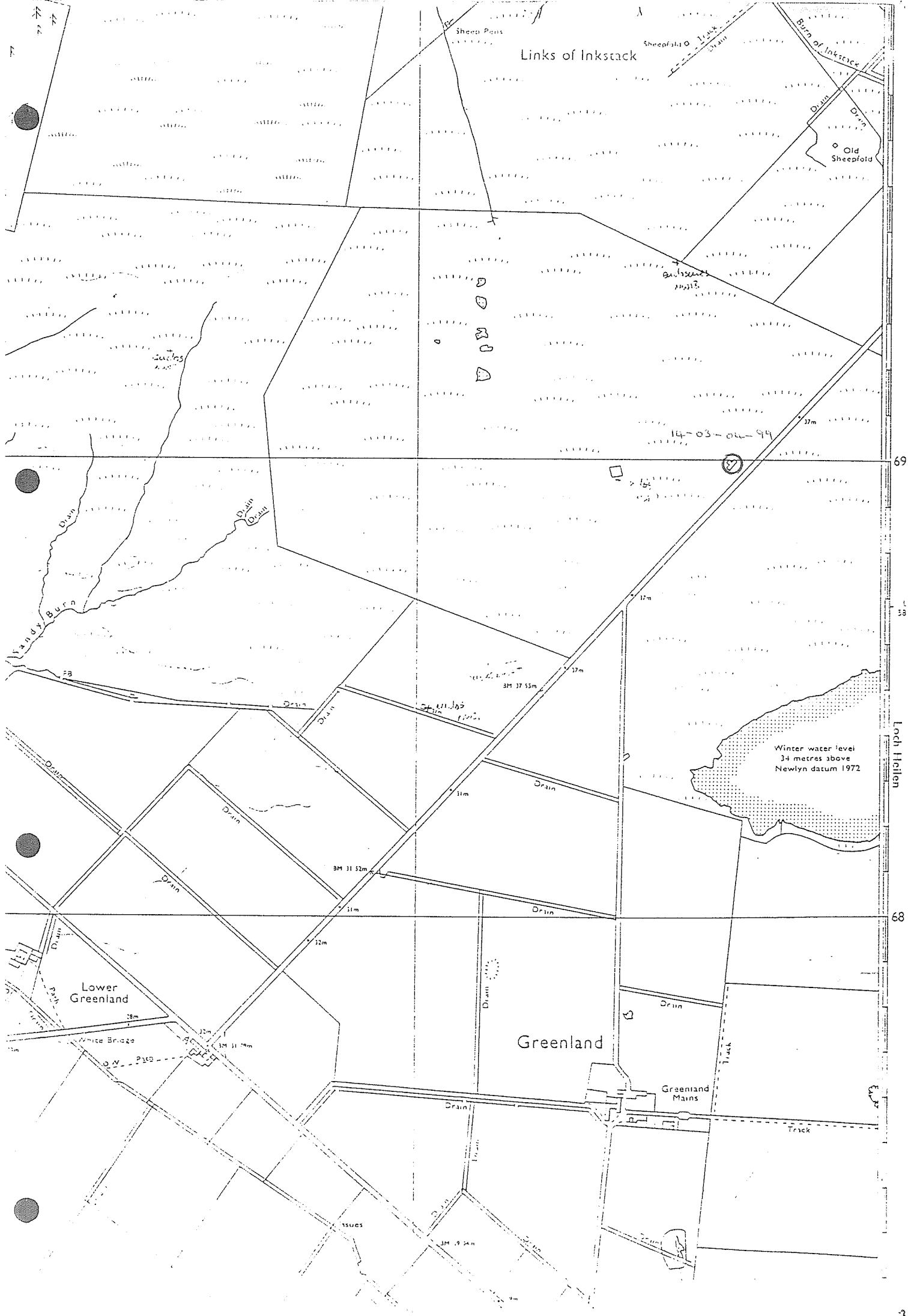
IS AND SUTHERLAND CO CONST

ND 07 SE & part of 17 SW

# Scotland

Square	ND	Eastings	2463	Northings	6899
1:10,000 Map	ND-26-NW	OS Sheet 1:50,000	012		
Survey Number	14	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Greenland				
Site Type	Decoy Bunker WWII				
Location Details	The bunker is situated in a field North East of Lower Greenland just on the North side of the road				
Part of	Castletown Airfield				
Region	Highland				
District	Caithness				
Parish	Dunnet				
County	Caithness				
Description of site	Single storey building with three compartments inside				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P13				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Decoy was for Castletown Airfield				

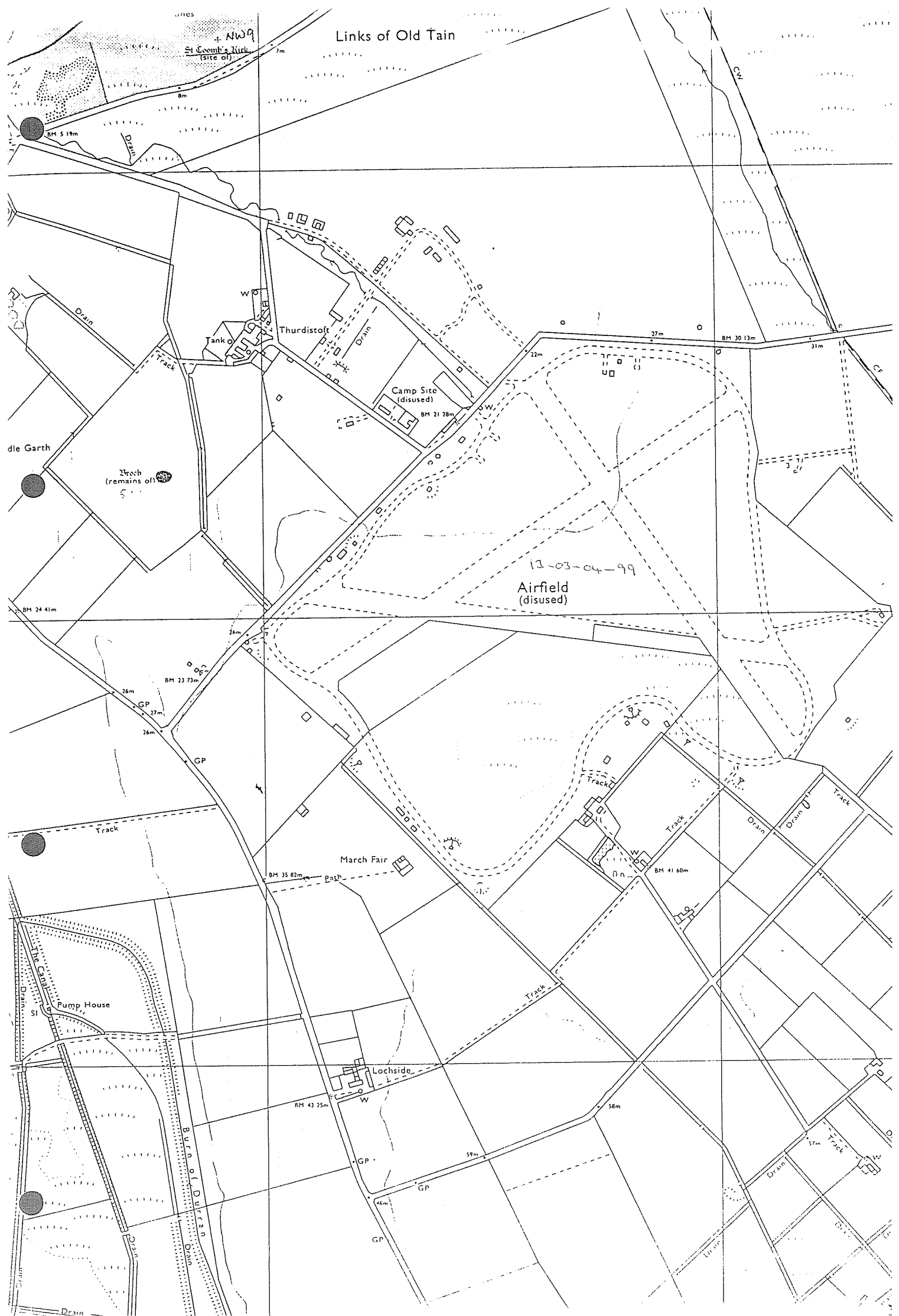


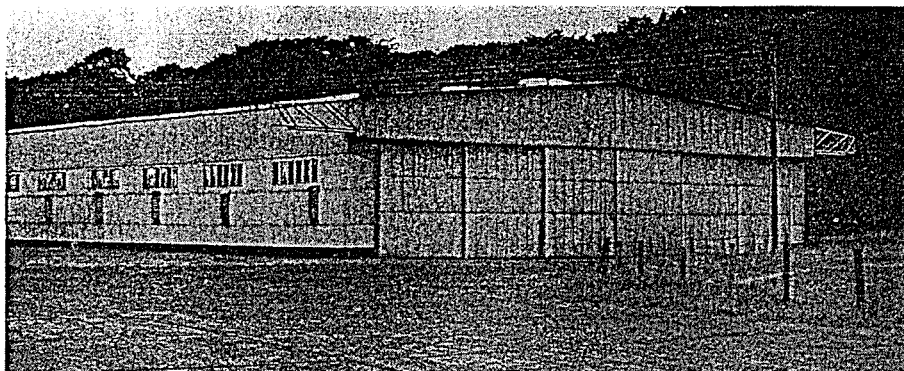


# Scotland

Square	ND	Eastings	215	Northings	670
1:10,000 Map	ND-26-NW	OS Sheet	1:50,000	012	
Survey Number	13	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Castletown				
Site Type	Airfield WWII				
Location Details	The airfield is situated to the South East of Castletown on the East side of the B876				
Part of					
Region	Highland				
District	Caithness				
Parish	Olrig				
County	Caithness				
Description of site	Many buildings can still be seen including the Battle HQ and Alan Williams turrets				
Construction	All sorts				
SMR					
NMR	ND26NW36				
Overall condition	Poor				
Risk Factor	Little				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

Links of Old Tain





*Callender-Hamilton hangar at Castle Kennedy (J. Huggon).*

the ground learning how to manipulate a power turret.

Its routine but vital job done, the school disbanded on June 21 1945, the airfield then passing to 41 Group Maintenance Command. No 57 MU Wig Bay then used it as a service manned Sub-Storage Site, No 104. The first aircraft, 15 Wellingtons, were flown in towards the end of June although the main type stored was the Mosquito, some 40 being in hangars on the station in October 1945. The aerodrome was by now closed for flying but available in emergency.

In 1955 it was reopened for car ferry flights by Bristol 170s of Silver City Airways. A Newtownards service was flown until 1957, after which the airfield was used occasionally by light aircraft. The three hangars are still to be seen but the nine Blisters are long gone.

### Castletown, Highland

*12/ND215670. 1½ miles SE of Castletown on B876*

This is an airfield whose remoteness belies its one-time strategic importance in the defence of Scapa Flow and Northern Scotland. Situated in rolling country close to the sea, it is a pleasant if breezy place in summer but one shudders to think how bleak it could be in winter, with icy gales sweeping in from the north and waves crashing against the towering Dunnet Head.

It opened as a satellite to Wick in May 1940 and received 504 Squadron's Hurricanes from that station on June 21. The squadron was resting after the hard

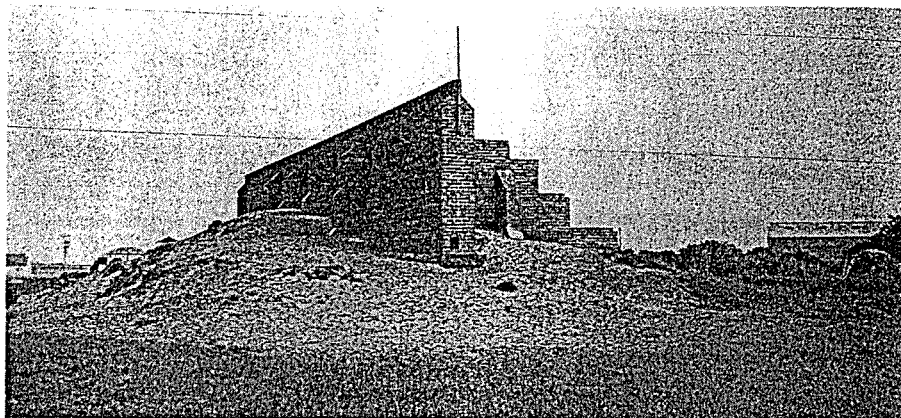
fighting in France, and, after an uneventful stay, left for the south and the Battle of Britain on September 1. The next day, 3 Squadron's Hurricanes took over, but only stayed for a fortnight, being replaced by 232 Squadron from Sumburgh. The Fulmers of 808 Squadron had already arrived on September 9 from St Merryn in Cornwall and stayed until October 2.

With this force, Castletown prepared for the invasion, which was thought imminent at several points around the British mainland. A scheme for counter-attacking should the airfield fall into enemy hands had been devised, but it was thought likely that a landing on Dunnet Head would prove very unhealthy for the Germans. The main reason was 'Big Bertha', a 4.7 in gun, formerly naval but now in the hands of the RAF.

Nothing happened, however, and on October 2 the Fulmars left for Donibristle, with 232 Squadron going to Skitten on October 13. No 3 Squadron from Dyce relieved them, staying until January 7 1941.

Some light relief came in October 1940, when a high-ranking officer visited the camp and was taken to inspect the new cookhouse. Unfortunately, an overnight gale had blown off most of the roof, but his sense of humour proved equal to the occasion!

On November 25 1940, three Hurricanes of 3 Squadron challenged a Whitley near Wick which did not respond and tried to reach cloud cover. Knowing that the Luftwaffe was supposed to be using a captured Whitley for meteorological purposes, they opened fire. The aircraft crash-landed at Wick with an engine burning and no injuries to the crew, which was fortunate, as it had come from Kinloss!



No 1 Canadian Squadron became operational at Castletown at dawn on December 12 1940, already having over 70 confirmed kills to its credit during the fighting over the Home Counties. They were unlucky up here, however, being robbed of an almost certain victory over a Ju 88 on Christmas Day when Martlets from Skeabrae intervened. In January, they chased another Ju 88, but it vanished into dense cloud.

Squadron followed squadron in rapid succession at Castletown for air defence patrols over Scapa. Some of the moves were complicated; for example on January 7 1941, 3 Squadron left for Skeabrae. Two Harrows carried ground crews and stores and on the return journey air-lifted those of 804 Squadron from Skeabrae to Skitten. No 260 Squadron then moved from Skitten, thus completing a triangular move. One wonders why it was all necessary but no doubt it was part of a grand plan.

Later in January a raging blizzard covered the North with a deep layer of snow but the problem was overcome at Castletown by rolling the runways until the snow became packed. Aircraft then continued to operate normally, the rations were dropped on home-made parachutes from a Hurricane to an RAF detachment at Sango who were cut off by the snow. RAF Skitten, too, was supplied with provisions and a Harrow was sent to Inverness to collect a supply of fresh beef.

No 260 Squadron went to Skitten on February 10 and a few days later Castletown lost its popular CO when Wing Commander D.F.W. Atcherley was posted to command 25 Squadron at Martlesham. No 3 Squadron was now

#### *Butts at Castletown.*

responsible for Scapa defence, supported by 213 Squadron also equipped with Hurricanes. There was a further reshuffle in April 1941, when 17 Squadron was withdrawn from Martlesham to Castletown for a rest, to be replaced at the former by 3 Squadron.

In May, Spitfires began to arrive for 124 Squadron which re-formed here on May 10. It became operational in June, flying coastal and convoy patrols and acting also as a post-OTU to introduce pilots to operational flying and then post them to units in the South.

No 124 itself went to Biggin Hill in November 1941. Blenheims of 404 Squadron flew in on June 20 from Thorney Island but moved to Skitten on July 4. No 607's Hurricanes were thus displaced from Skitten and arrived over Castletown in a most impressive squadron formation. Further ceremony was provided in August when Marshal of the RAF, Lord Trenchard, inspected this lonely outpost. Castletown fighters also provided an escort when HM the King flew from Inverness in a Hudson to inspect the Fleet at Scapa. Escorted by 36 fighters, his aircraft flew over Castletown en route to Hatston.

Other based squadrons in 1941 included the Norwegian-manned 331 in August/September and 54 from November until June the following year. No 167 arrived from Acklington on June 1 1942 and one of its aircraft almost shot down a Ju 88 in August but lost it in the mist after a three-second burst. This squadron was posted to Ludham in Norfolk in October 1942 to relieve 610 Squadron, which took over at

Castletown until January 1943, when it went to Westhampnett. Defensive patrols were undertaken by 131 Squadron's Spitfires which stayed until June 1943.

A new ASR Squadron, 282, formed here on January 1 1943, at first with Walruses, but these were supplemented by Ansons in March. In November it took over 281 Squadron's detachments at Drem and Ayr and operated around the Scottish coasts until it merged with 281 Squadron on January 31 1944. A detachment of 278 ASR Squadron was also here from February 10 until April 22 1944.

On June 26 1943, 14 Harrows flew in the ground staff of 310 Squadron from Exeter, those of 131 Squadron embarking for the return trip. No 310 had a few high-altitude Spitfires for attacking enemy reconnaissance machines over the Orkneys and moved to Sumburgh on July 19 1943.

No 504 Squadron was here in April 1944 and on April 22 two Spitfires on a dusk patrol east of the Orkneys shot down the first aircraft claimed by Castletown units for several years. The Ju 188 was sent into the sea near the Pentland Skerries with Flying Officer Waslyk and Sergeant Thorne sharing the victory.

On April 30 1944, a Spitfire Vc of 504 Squadron was the last operational aircraft to leave Castletown. It was a pity that there were no fighters at readiness on May 18 when two Ju 188s flew in from the north-west at zero feet and disappeared inland without a shot being fired.

There were a few unusual visitors in June 1944 in connection with the unexpected arrival of a transatlantic Liberator on the obstructed airfield at Dounreay. Dakota *KG615* collected the crew from Castletown and a couple of B-17s flew in spares and a ferry crew to retrieve the Liberator.

Very little happened after this, although another B-17 (*43-39303*) landed on February 20 1945, lost on a flight from Greenland. One of the last aerial visitors was a Hoverfly helicopter from Twatt on March 24 1945 which left for Dounreay. The Navy showed a brief interest in Castletown until the availability of Lossiemouth filled its requirements in the north of Scotland.

Today it is difficult to imagine that this collection of decaying huts and overgrown concrete was such a busy place. The former decontamination centre is full of

cow manure, the Bellman and 'T3' hangars are long dismantled and the watch tower demolished. Light aircraft have been flown in recent years but the runways are in very poor condition.

### Charterhall, Borders

*74/NT765465. 3 miles NE of Greenlaw on B6460*

Just after midnight on January 8 1943, Blenheim *BA194* crashed near Duns in Berwickshire killing the pilot Richard Hillary and his navigator Walter Fison. This was not an uncommon event at this night fighter training station known grimly as 'Slaughter Hall' because of its high accident rate, but Hillary was the author of *The Last Enemy*, a book which has become a classic of aviation literature. Badly burned in the Battle of Britain, Hillary wanted to get back onto operations and chose night fighters. Orbiting a flashing beacon at night he probably suffered vertigo and spiralled into the ground.

The airfield from which he flew was built on the site of a former First World War landing ground known as Eccles Tofts which had been used by 77 Squadron in 1916 and late 1917. Squadron Leader Lewis Brandon in his book *Night Flyer* described it as: 'The most dispersed station I ever saw. Everything was miles from anywhere else and tons of leather must have been wasted in the interminable tramping from one place to another.'

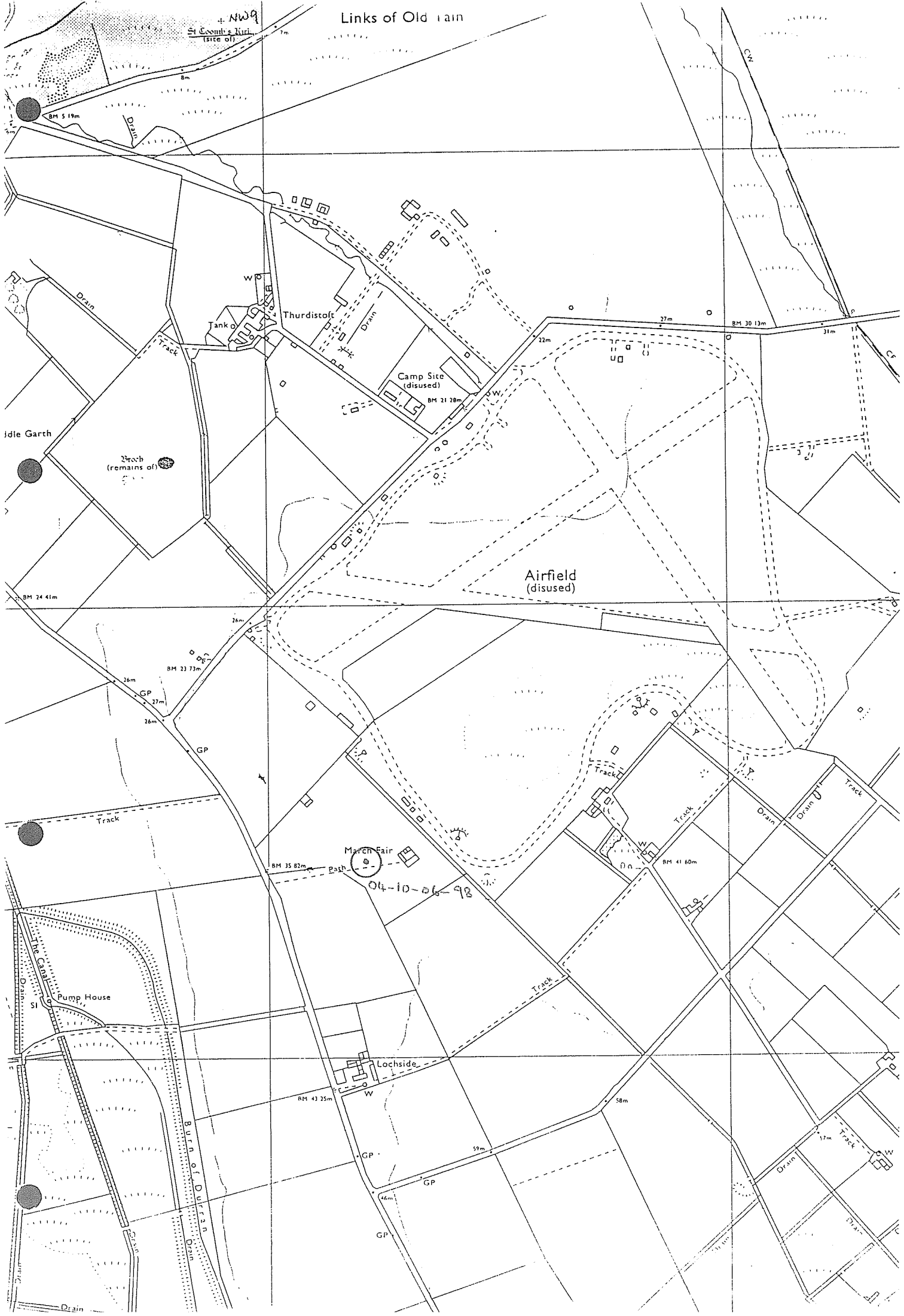
On February 16 1942, a Defiant, lost and short of fuel on a flight from Desford to Kirkbride, became the unfinished airfield's first visitor. Attempting to avoid obstructions, the pilot swung the aircraft too sharply and the undercarriage collapsed.

The first RAF contingent—two officers and 31 men—arrived in April 1942 to prepare the new station for 54 OTU due to move in from Church Fenton in a month's time. Work was being pushed on to complete the runways, but many important buildings, like the watch office, ops room and PBX were still under construction, and it was estimated that 500 of the OTU's airmen would have to live under canvas for the time being. A hangar was promised by May 1, but this was an idle boast on the part of the contractor.

The first echelon of 54 OTU duly marched in on May 2, the aircraft, which

# Scotland

Square	ND	Eastings	2120	Northings	6643
1:10,000 Map	ND-26-NW	OS Sheet 1:50,000	012		
Survey Number	04	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Castletown				
Site Type	Heavy AA Battery WWII				
Location Details	The battery was situated on the South West side of the airfield near March Fair				
Part of	Castletown Airfield				
Region	Highland				
District	Caithness				
Parish	Olig				
County	Caithness				
Description of site	No remains could be found of this site				
Construction	Concrete				
SMR					
NMR	ND26NW39				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The code was C2				



Links of Old Rain

4 NW9  
St Coomb's Kirk  
(site of)

Idle Garch

Tank

Thurdiscoft

Camp Site  
(disused)

Airfield  
(disused)

March Fair

04-10-06-98

Lochside

Pump House

Burn of Durran



# Scotland

Square	ND	Eastings	2112	Northings	6050
1:10,000 Map	ND-26-SW	OS Sheet	1:50,000	012	
Survey Number	05	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Castletown				
Site Type	Heavy AA Battery WWII				
Location Details	This battery was situated South of Camster Farm near Smidyquoy				
Part of	Castletown Airfield				
Region	Highland				
District	Caithness				
Parish	Bower				
County	Caithness				
Description of site	No remains could be found of this site				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The code was C1				



Cleanie Moss

Silbury Mound SW 1/4

Camster Farm

Smidsquoy

Brahster West

05-19-06-98

Corshack

Jack

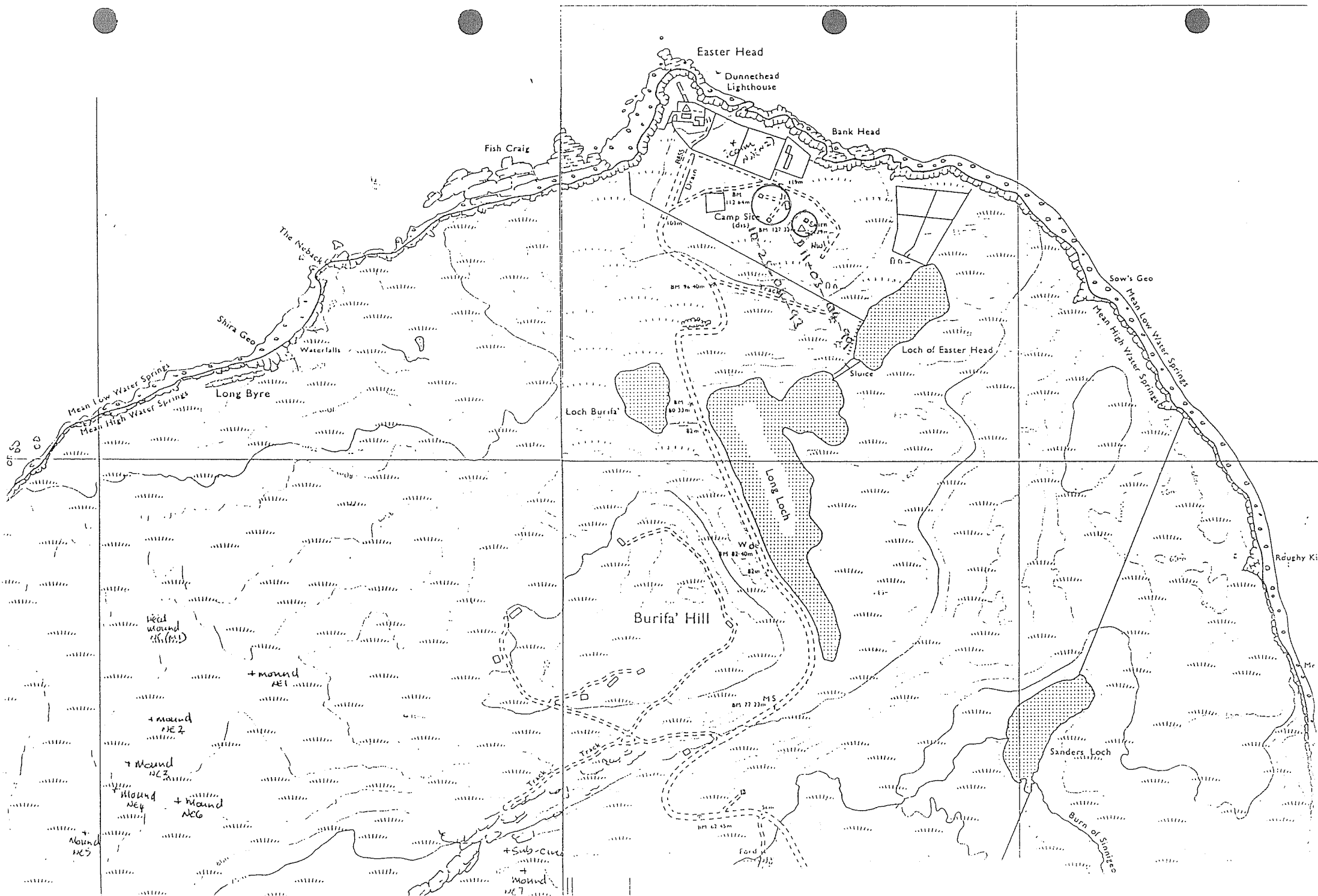
G.P.

# Scotland

Square	ND	Eastings	2047	Northings	7656
1:10,000 Map	ND-27-NW	OS Sheet 1:50,000	012		
Survey Number	10	Survey Date	25-04-93		
Survey By	J A Guy				
Site Name	Dunnet Head				
Site Type	Radar CHL WWII				
Location Details	The radar site is in the area South East of the lighthouse				
Part of	Britains Radar Cover				
Region	Highland				
District	Caithness				
Parish	Dunnet				
County	Caithness				
Description of site	Several single story brick buildings and other concrete bases				
Construction	Brick and concrete				
SMR					
NMR	ND27NW7				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P14 P15				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

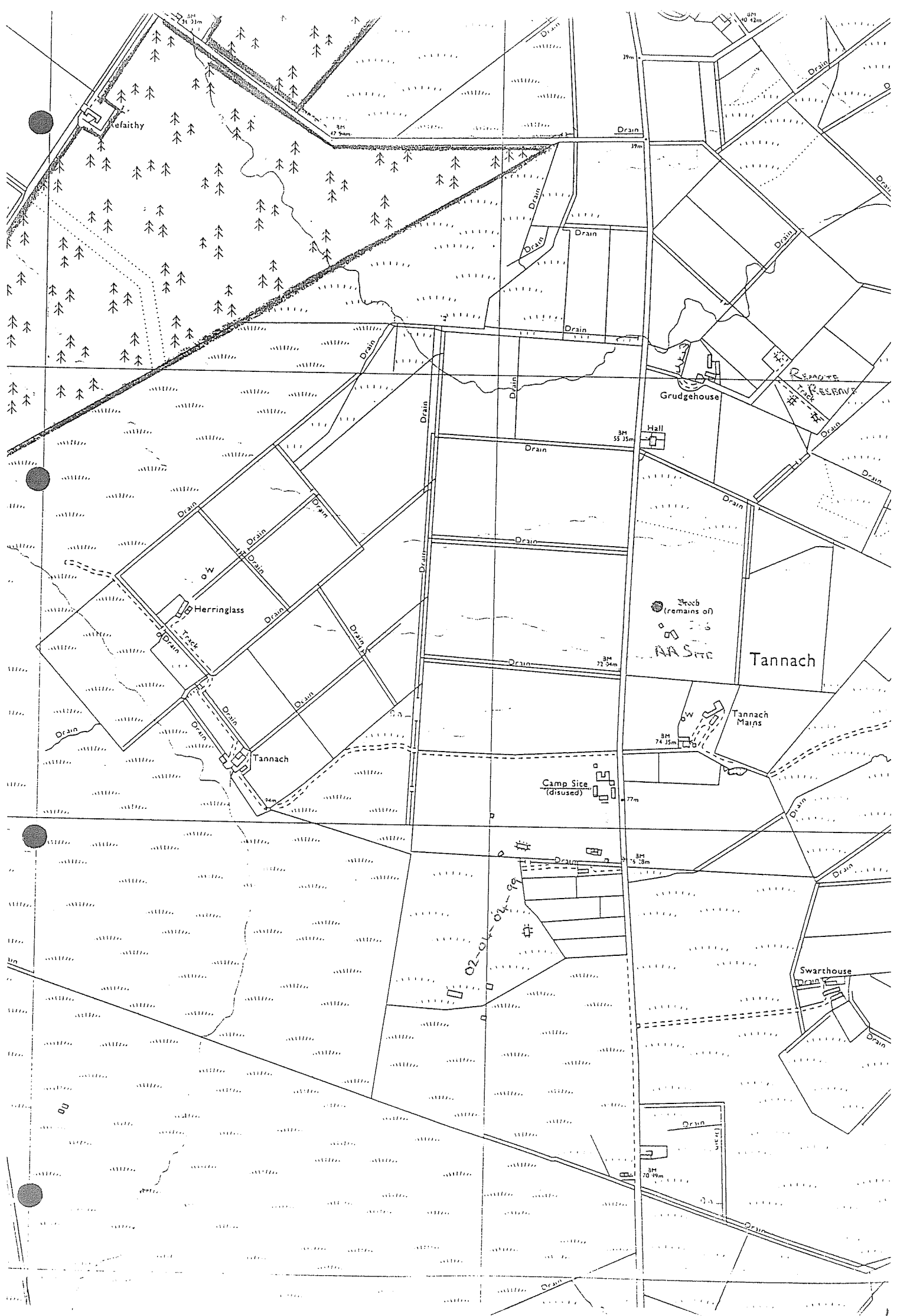
# Scotland

Square	ND	Eastings	2052	Northings	7647
1:10,000 Map	ND-27-NW	OS Sheet 1:50,000	012		
Survey Number	11	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Dunnet Head				
Site Type	ROC Post				
Location Details	By Dunnet Head view point above Radar site				
Part of	ROC Network				
Region	Highland				
District	Caithness				
Parish	Dunnet				
County	Caithness				
Description of site	1950's underground ROC Post				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P15				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

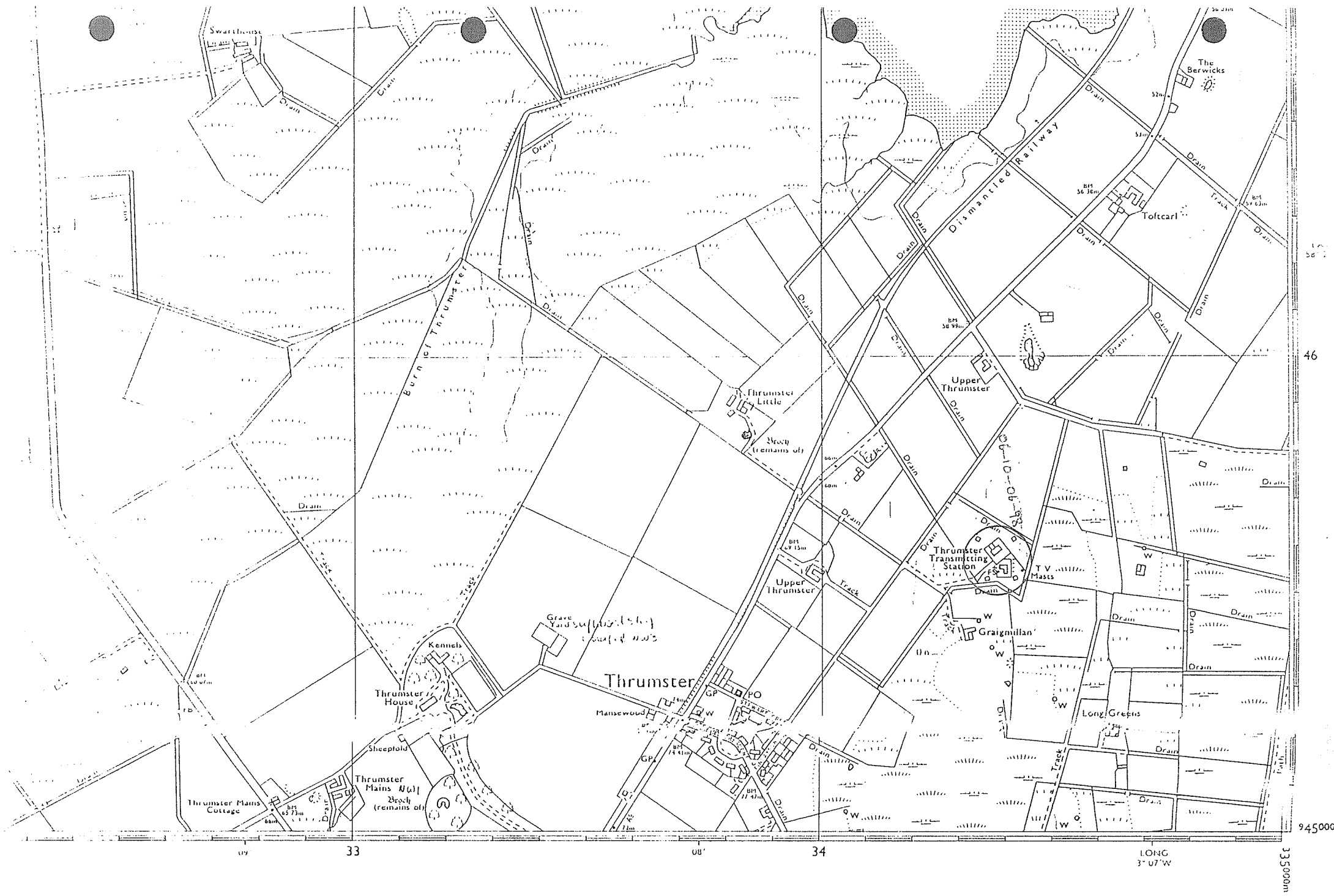
Square	ND	Eastings	3207	Northings	4695
1:10,000 Map	ND-34-NW	OS Sheet	1:50,000	012	
Survey Number	02	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Tannach				
Site Type	Radar CH WWII				
Location Details	West side of the road between Gansclet and Haster at Tannach				
Part of	Britains Radar Cover				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Three main buildings extant Tx and Rx Block and Power House, other smaller buildings extant				
Construction	Concrete				
SMR					
NMR	ND34NW36				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P16 P17 P18				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Camp site near by at ND32254708 There was also a Chain Home Low Station on this site, later moved to Ulbster Hill. Remote Reserve site near Grudgehouse Farm, Tx, Rx and Power house. ND32654800				



# Scotland

Square	ND	Eastings	3432	Northings	4560
1:10,000 Map	ND-34-NW	OS Sheet 1:50,000	012		
Survey Number	06	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Thrumster				
Site Type	Radio Station 1950's				
Location Details	North East of Thrumster on East side of A9(T)				
Part of	Boxer				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	This site is still in use as a Radio Station				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This Radio Station was part of "Boxer" which was a microwaved radar data link in the 1950's, this one passed data from the Radar Station at Saxa Vord, Shetland				





46

945000

3500m

33

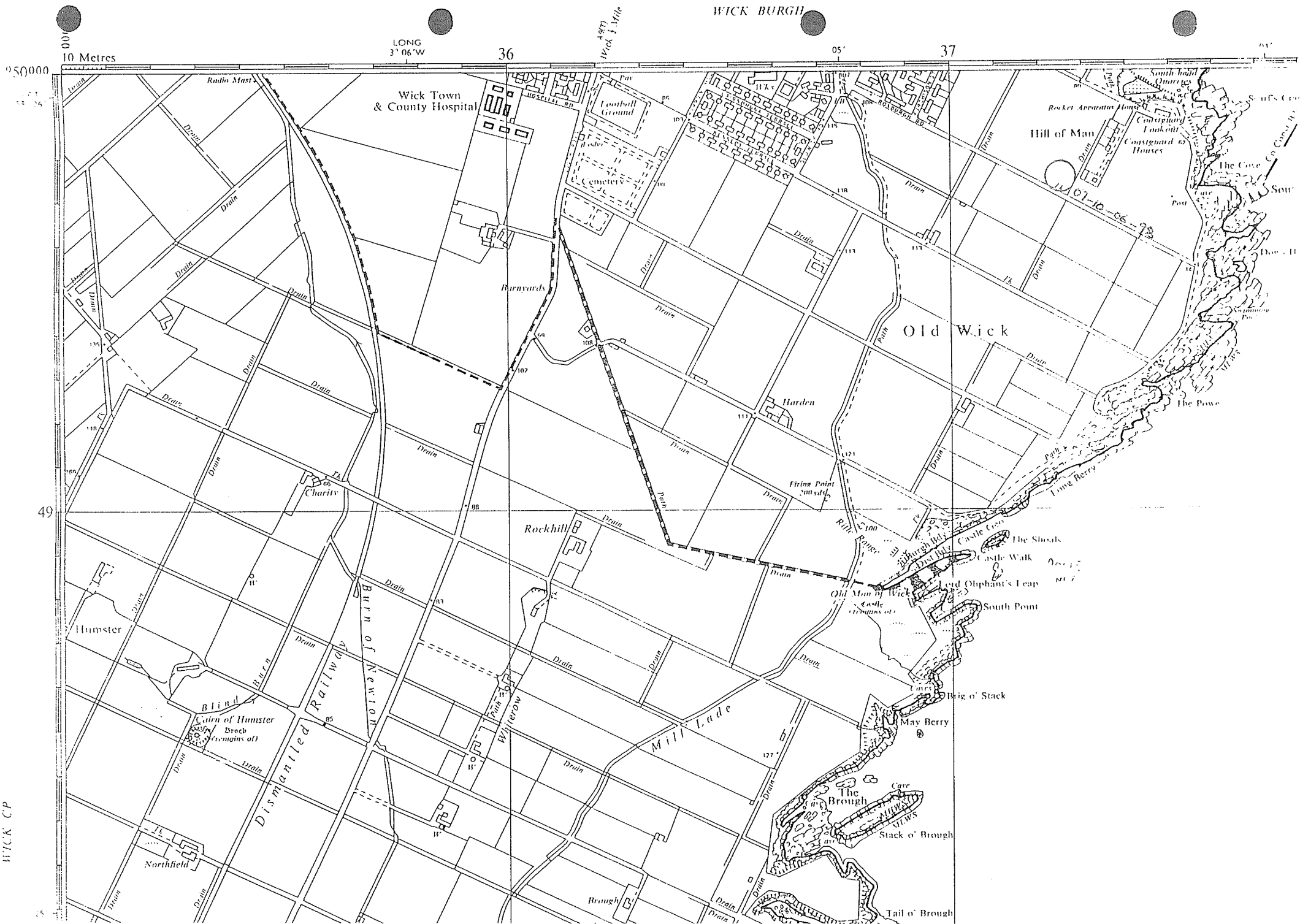
34

35

LONG  
3° 07' W

# Scotland

Square	ND	Eastings	3725	Northings	4974
1:10,000 Map	ND-34-NE	OS Sheet 1:50,000	012		
Survey Number	07	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Heavy AA Battery WWII				
Location Details	South Head				
Part of	Wick Airfield				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	No remains of the site could be found				
Construction	Concrete				
SMR					
NMR	ND34NE28				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The code was W2.				



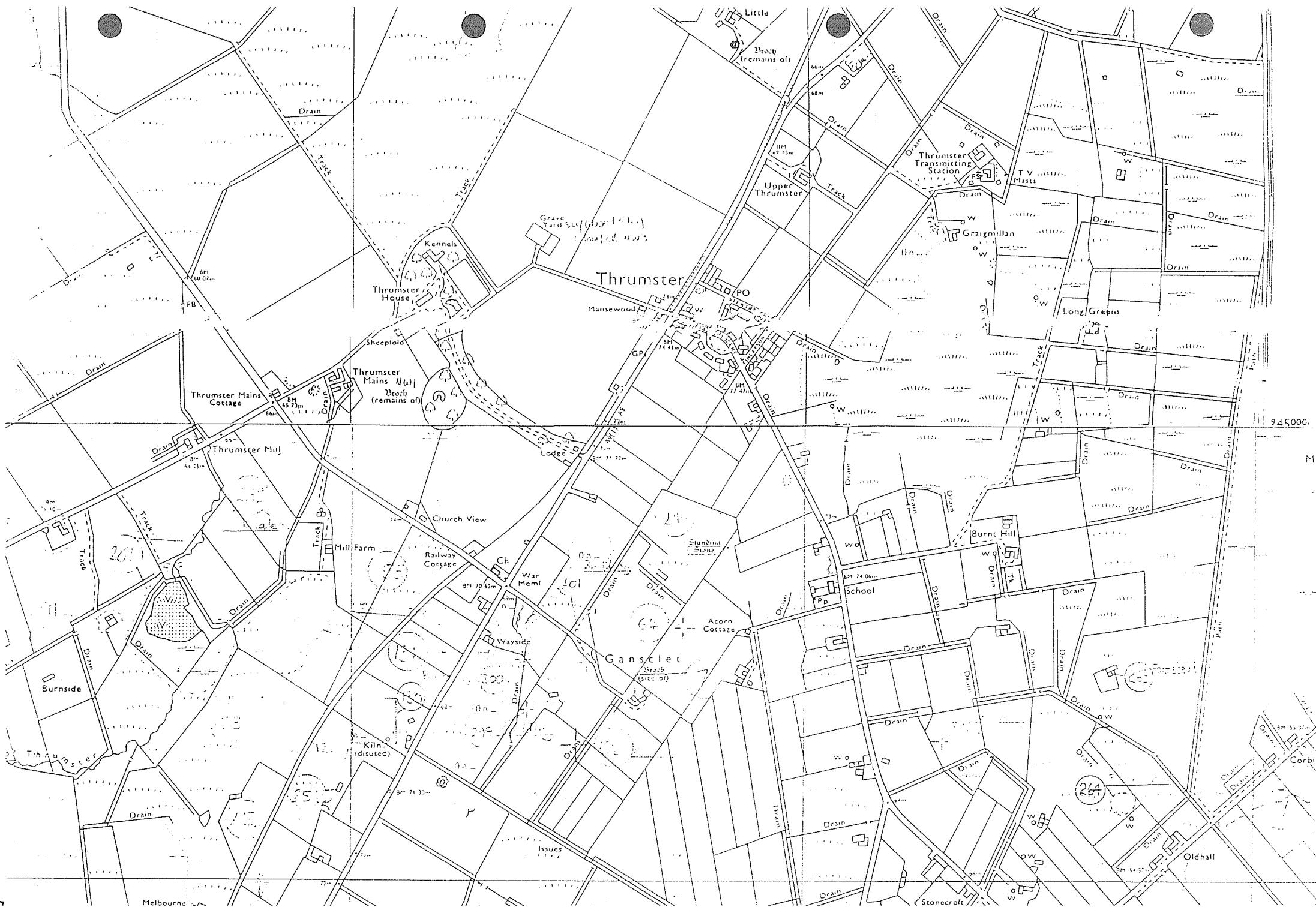
WICK CP

12000 Feet

94000

# Scotland

Square	ND	Eastings	3424	Northings	4490
1:10,000 Map	ND-34-SW	OS Sheet 1:50,000	012		
Survey Number	01	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Thrumster				
Site Type	Radar CH WWII				
Location Details	The Radar Station occupied the marshy area East of Thrumster				
Part of	Britains Radar Cover				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	There is very little extant on this site as the equipment was mobile				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The equipment for this Radar Station was mobile. A new Station was built at Tannach as the ground proved to be unstable. The equipment from this site was moved to Loth.				



945000

M

Corbi

Oldhall

Stonecroft

Melbourne

# Scotland

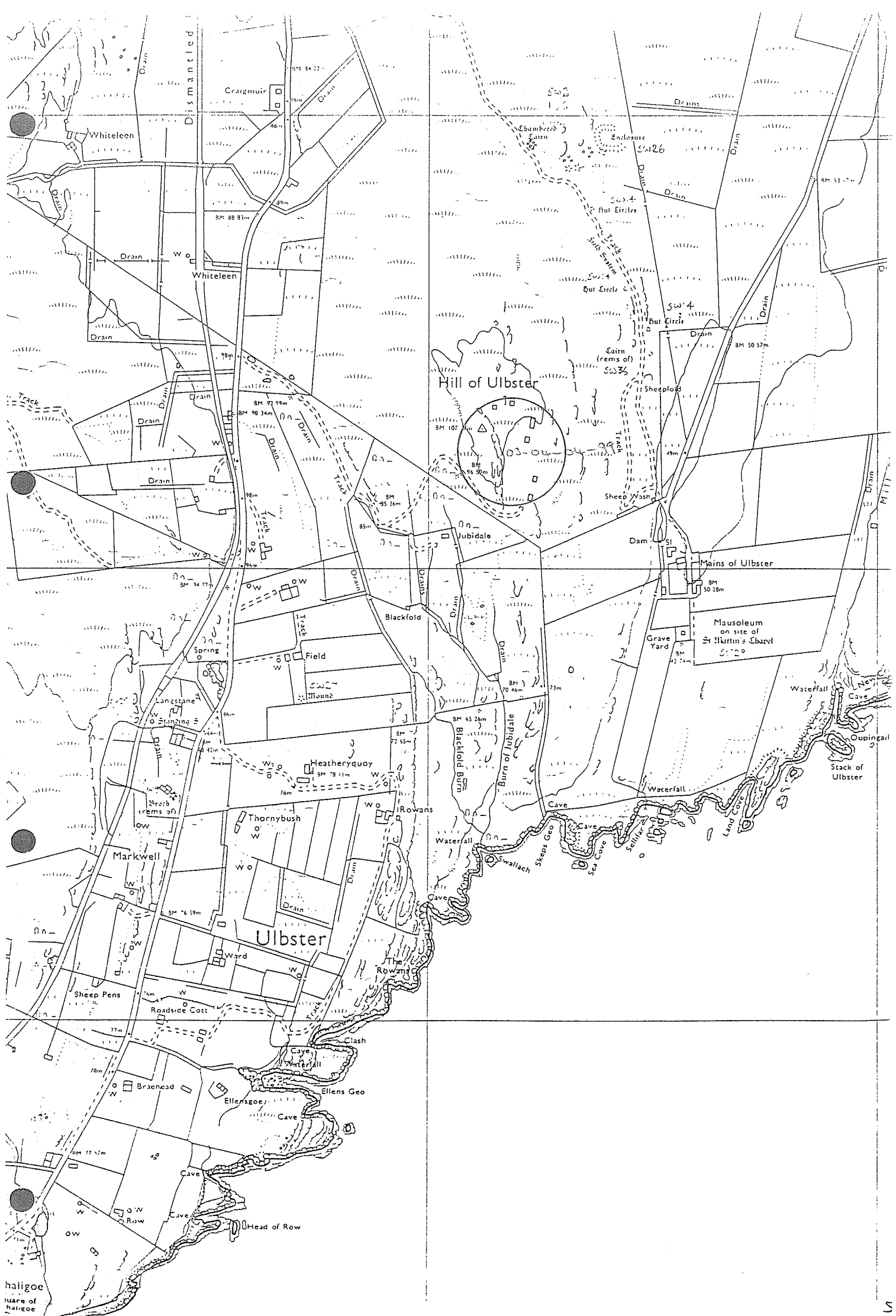
Square	ND	Eastings	3409	Northings	4374
1:10,000 Map	ND-34-SW	OS Sheet 1:50,000	012		
Survey Number	16	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Thrumster				
Site Type	Decoy Bunker WWII				
Location Details	West side of Hillhead, West side of the road to Mains of Ulbster				
Part of	Wick Airfield				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Small bunker constructed of brick, concrete and tin with three small rooms				
Construction	Brick, concrete and tin				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little				
Photographs	Yes P18				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Decoy site was for Wick Airfield				



# Scotland

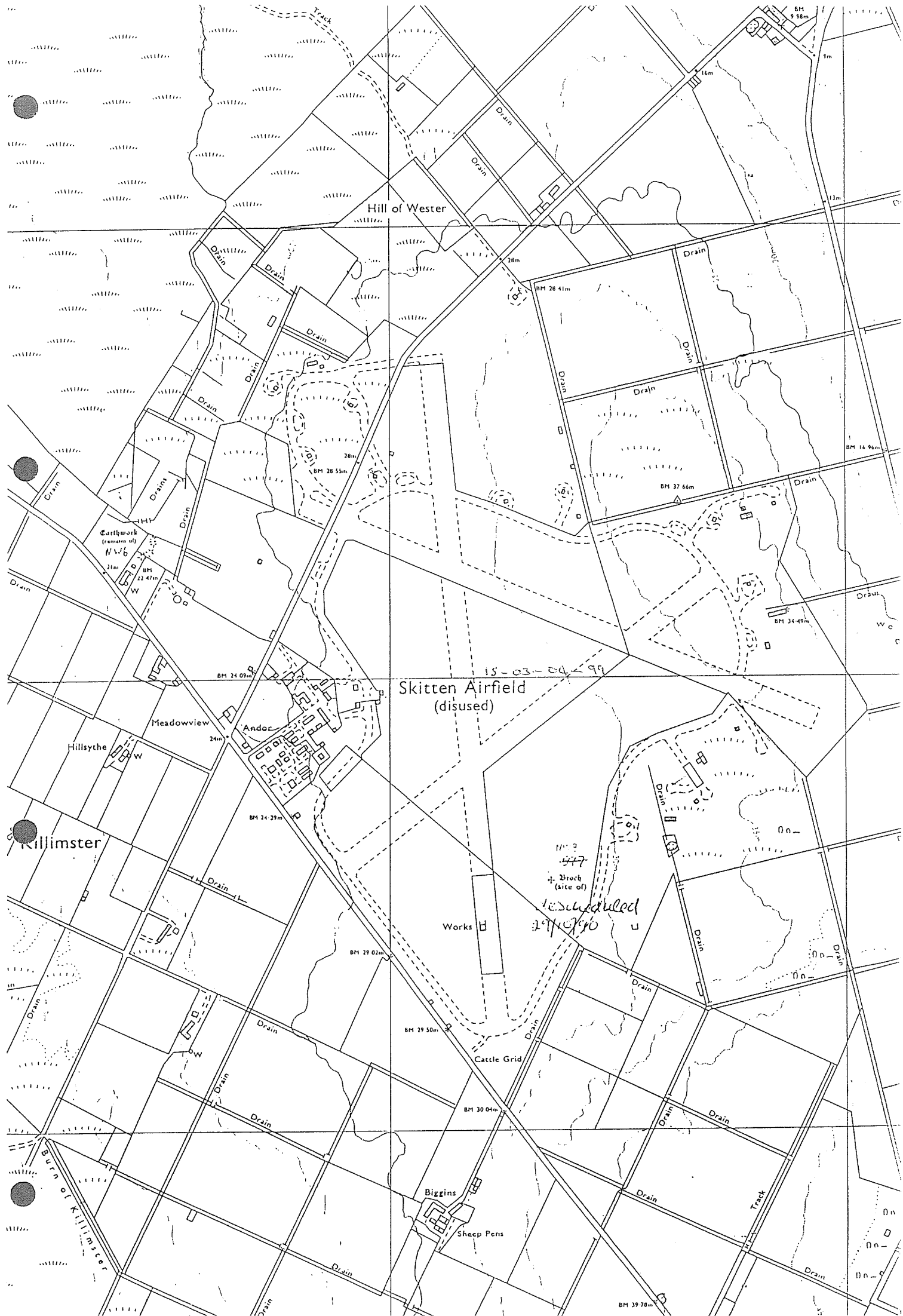
Square	ND	Eastings	3323	Northings	4233
1:10,000 Map	ND-34-SW	OS Sheet	1:50,000	012	
Survey Number	03	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Ulbster				
Site Type	Radar CHL WWII				
Location Details	East side of A9(T) north of Ulbster on top of Hill of Ulbster				
Part of	Britains Radar cover				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Many buildings extant				
Construction	Brick and concrete				
SMR					
NMR	ND34SW290				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					





# Scotland

Square	ND	Eastings	325	Northings	570
1:10,000 Map	ND-35-NW	OS Sheet 1:50,000	012		
Survey Number	15	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Skitten				
Site Type	Airfield WWII				
Location Details	The airfield is North West of Wick on the East side of the B876 near Killimster				
Part of					
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Part of camp site extant with other buildings around. Airfield is now a quarry				
Construction	Brick and concrete				
SMR					
NMR	ND35NW27				
Overall condition	Poor				
Risk Factor	Little				
Photographs	Yes P18 P19				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The northern side has recently been cleared and is a pile on concrete rubble				



Scapa and a few days later, during escort to Coastal strike aircraft, they shot down a Ju 88 off the coast of Norway. The squadron left for Hawkinge on New Year's Eve.

Domestic affairs on the station featured the erection of a new Callender-Hamilton hangar in November 1944 and the inauguration on November 11 of a twice-weekly RAF air service to Inverness. More warlike was the diversion on January 29 1945 of nine Mustangs of 65 Squadron after an escort operation to Beaufighters off the Norwegian coast. They had taken off from Banff and run into heavy snow on the outward trip, their CO subsequently being reported missing.

A Canadian Squadron, 441, had taken over Scapa defence from January 1, being replaced by 329 on April 3. The final squadrons posted here for this routine but nevertheless vital duty were 451 from May to September 1945 and 603 in June and July 1945.

With the end of the war in Europe, there was no further threat to the Fleet Anchorage and Skeabrae's task over, it was soon reduced to Care and Maintenance, being by now nominally a satellite to Grimsetter. The RN finally disposed of it in 1957.

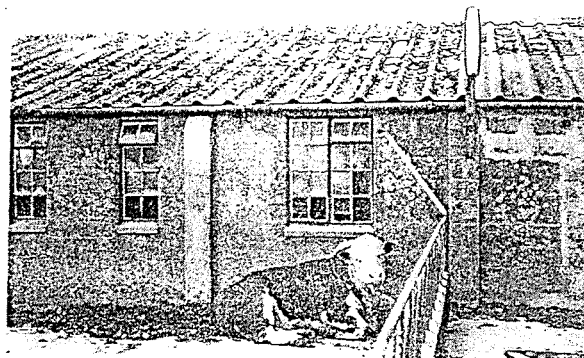
In 1973, an American oil company applied for planning permission to develop the old airfield for use by aircraft up to Boeing 747 size, linking the Orkneys direct to Texas and other oil centres! This grandiose scheme, needless to say, came to nothing. Slightly more feasible were NATO studies on using the site as the basis for a military airfield in the event of US forces being asked to leave Iceland.

By 1981, there were about 25 buildings still intact, including the 518/40 watch office, gymnasium, cinema and decontamination centre.

### Skitten, Caithness

12/ND325570. 3 miles NW of Wick on B876

Skitten is mentioned in the Norse *Orkneyinga Saga* as the site of a battle in the ninth century, but curiously the name does not appear on modern maps. The airfield is associated with a gallant failure, Operation *Freshman*, the attack on the heavy water plant at Vermork in Norway. Bombing had been tried, to deprive the Germans of the means to manufacture an atomic bomb, but the plant was well



*The RAF is long gone but the 'bull' remains! Station HQ at Skitten.*

protected by the terrain. The answer seemed to be a glider assault force.

A total of 32 volunteer airborne troops made up the attackers and two Whitley crews from 38 Wing were rapidly converted on to Halifaxes, the aircraft being delivered direct from MAP. With the codename *Washington Party*, the detachment arrived at Skitten on November 17 1942, the starting point chosen because of its long runway. Two days later the aircraft left separately but the *Rebecca* navigation equipment malfunctioned and it was impossible to locate the *Eureka* beacon placed on the ground by Norwegian agents.

The Halifaxes and gliders flew around in some confusion for a while until just north of Stavanger a tow rope broke because of icing and the *Horsa* crash-landed in the mountains. The tow-plane just managed to reach Skitten on its last drops of fuel. The other combination flew into a mountain, all on board being killed including the Skitten Medical Officer who had volunteered at the last moment to fill a vacant crew position. The survivors from the force were later executed by the Gestapo but the plant was eventually destroyed by SOE agents and the Norwegian Resistance.

One of the least known of the Scottish wartime airfields, Skitten was begun early in 1940 on a plateau in the rolling treeless country near the road to John O'Groats. It was used first by 232 Squadron's Hurricanes which moved in from Castletown, then the parent aerodrome, on December 5 1940. The aircraft were then detached to Drem for a few weeks, returning on

November 11 and finally leaving for Elgin on December 4 1940. No 260 Squadron, also with Hurricanes, replaced them until transferring back to Castletown on January 7 1941. They came back to Skitten on February 10 1941, departing for Drem on April 16.

To cover the gap between January 7 and February 10, 804 Squadron of the FAA was based with Martlets and a pair of Gladiators. Blizzards in January 1941 blocked all the roads in Caithness for days and an airlift of rations had to be made by Harrows from Castletown to Skitten.

No 607 relieved 260 Squadron in April 1941, but by this time Wick was interested in Skitten as a satellite for Coastal Command operations and a preliminary survey of the available accommodation was made in May. On July 27 1941, 607's Hurricanes went to Castletown and 404 Squadron's Blenheims moved to Skitten from there. The latter flew patrols until October 1941.

No 48 Squadron's Hudsons were posted in from Stornoway on October 20 1941, moving to Wick on January 6 1942. Beauforts arrived in February in the shape of 217 Squadron from Thorney Island but they were transferred to Leuchars at the beginning of March.

For a station designed to accommodate a single fighter squadron, Skitten was becoming seriously overcrowded. At one time in February 1942, the Sergeants' Mess was catering for almost 200 men with staff to serve only 38! The runways, too, were marginal for the safe operation of medium-sized aircraft and all three were extended early in 1942.

The increases in length met the secondary purpose of allowing emergency use by Bomber Command aircraft if operations against naval anchorages in Norway demanded it. On June 30 1942, three Lancasters of 44 Squadron were here on a short detachment. No 86 Squadron's Beauforts were also on the station from March to July, and on April 22 had carried out an exercise with US Navy aircraft. These are recorded as six Devastators which landed at Skitten but

they were more than likely Vindicators from the USS *Wasp*. If they were Devastators it must have been the type's only visit to the UK.

A Halifax force-landed on March 28 1943 with compass trouble after a raid on Berlin. As its base was in faraway Yorkshire, the crew was very much off course and lucky to make a landfall.

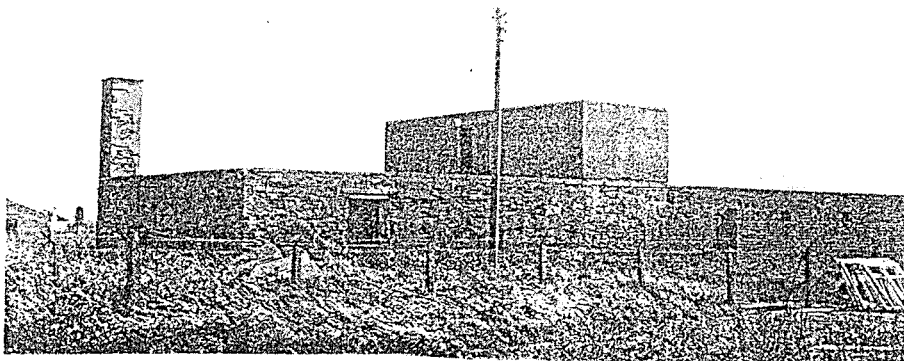
A detachment of Leigh Light Wellingtons from 172 Squadron was based from August 17 to September 14 1943 and during this period one flight became the nucleus of 179 Squadron which formed here on September 1. Many ships were torpedoed by Hampdens of 489 Squadron flying *Rovers* from Skitten between August 1942 and October 1943, when they moved to Leuchars.

Early in 1943, the airfield was officially designated as a reserve base for Bomber Command to accommodate 24 heavy bombers, meaning that the Coastal Command units would have to move elsewhere at short notice. Although it had good approaches, it was noted that, as at so many of these hastily-built airfields, the prevailing wind favoured the shortest runway. The latter was thus to be further extended to 1400 yds.

Skitten's most intriguing unit formed on April 1 1943 for 'anti-submarine duties' under 18 Group. Numbered 618 Squadron, it was in fact intended primarily for dropping modified bouncing bombs on the *Tirpitz*, timed for the day before its sister unit, 617 Squadron, was to attack the Ruhr Dams. Problems with the weapon and subsequent delays in training crews resulted in the shelving of the project, the Mosquitoes being transferred to Wick on December 11 1943 and never used in anger.

One of the final units to be based was 519 Squadron with Hampdens, Spitfires, Hudsons, and Venturas. Arriving from Wick in December 1943, the sphere of operations was the North Atlantic, North Sea and out towards the Arctic. The twins

*Gas decontamination centre at Skitten.*



were used for long and medium range met flights and the Spitfires for high altitude ascents. The motto on the squadron badge was 'Undaunted by Weather'. The squadron returned to Wick on November 29 1944. It was not much used after this date and closed soon after the end of the war.

Skitten is a pleasant enough spot in summer but one needs little imagination to see how bleak it would be in winter. The runways are badly deteriorated, but, nevertheless, *The UK Air Pilot*, the official procedures and navigation manual, warns: 'There is a disused wartime airfield (Skitten) three nautical miles NW of Wick aerodrome. The approach path to runway 14 at Wick passes directly over this airfield and aircraft have touched down there in error on occasions in conditions of poor visibility.'

There were once eight Blisters and a single Bellman hangar but all have gone now, along with seven dispersal pens and the watch tower. Prominent among the surviving buildings is a decontamination centre.

One feels that there should be some memorial to that gallant glider operation so long ago when the aircraft and their troops set off in cold and drizzling darkness, most of them to a tragic end.

### Smooagro, Orkney

6/HY36-06\*. 7 miles SW of Kirkwall south of A964

When HMS *Furious* was in harbour at Scapa Flow, her pilots used to practice flying from the small naval airfield at Smooagro. It occurred to them that it might be possible to land back on the flying-off deck instead of ditching or landing ashore. After some experimental rolling of the wheels along the deck it was considered possible to land provided the ship was sailing into wind at 25 knots or so.

The first trial was made on August 2 1917. That day there was a steady wind of 21 knots into which *Furious* steamed at about 26 knots, there being insufficient space in the Scapa anchorage to work up to her maximum of 31 knots. Commander Dunning piloted a Sopwith Pup and landed on successfully, a ground handling party grabbing rope toggles hanging from the aircraft. Tragically Dunning was to

*\*At the time of writing the complete map reference is not available.*

drown five days later when his engine choked on an overshoot and the aircraft went into the sea. The experiments, however, led to the development of the aircraft carrier and the conversion of *Furious* for a landing-on deck.

Smooagro continued to be used as a shore station by naval aeroplanes until the end of the war. There was also a seaplane base in Scapa three miles south of Kirkwall. It opened in August 1914 and was a Fleet Aircraft Repair Base and Stores Depot in 1918. After the Navy left, it was for many years the county TB hospital.

### Stannergate (Dundee), Tayside

*See Dundee*

### Stirling (Raploch), Central Region

57/NS785945

This aerodrome was used as a training station from 1916 until 1917, when it ceased to be used for flying. In 1917 it was used also as a landing ground for 77 (HD) Squadron, mainly with BE 2s. At Kincairn near Stirling there was another landing ground for 77 Squadron in 1916-17.

One training squadron based here, was 43 which formed here on April 15 1916 with various types such as the BE 2 and 504 K and moved to Netheravon in August/September 1916. The other was 63 Squadron, forming on August 31 1916 and originally intended to train as a light bomber unit for the Western Front. The types used were BE 2s and Martinsydes and the squadron moved to Cramlington on October 31 1916.

The aerodrome was an open space just under the Castle hill which has now been developed into a housing estate. It was said to be an ancient tilting ground and there were no proper buildings except for a commandeered farmhouse in which the senior officers lived. Everyone else lived in tents and the aircraft were housed in some temporary wooden hangars. In the 30s Northern and Scottish Airways also used a field near here.

### Stornoway, Western Isles

8/NB455335. 1½ miles E of Stornoway on A866

Yet another Scottish wartime airfield which owed its position to pre-war civil flying. Stornoway absorbed the Melbost

# Scotland

Square	ND	Eastings	3744	Northings	5436
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	08	Survey Date	10-06-98		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Heavy AA Battery WWII				
Location Details	Noss Farm. The battery was in the field just to the North of the Farm				
Part of	Wick Airfield				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	No remains of this site could be found				
Construction	Concrete				
SMR					
NMR	ND35SE170				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The code was W1. Later armed with 4 x 3.7 inch guns				

# Scotland

Square	ND	Eastings	3837	Northings	5462
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	04	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Noss Head				
Site Type	Building Radio ? WWII				
Location Details	South side of road to Lighthouse. Near the car park				
Part of	Wick Airfield				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Military building and mast base				
Construction	Brick and concrete				
SMR					
NMR	ND35SE168				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P19				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

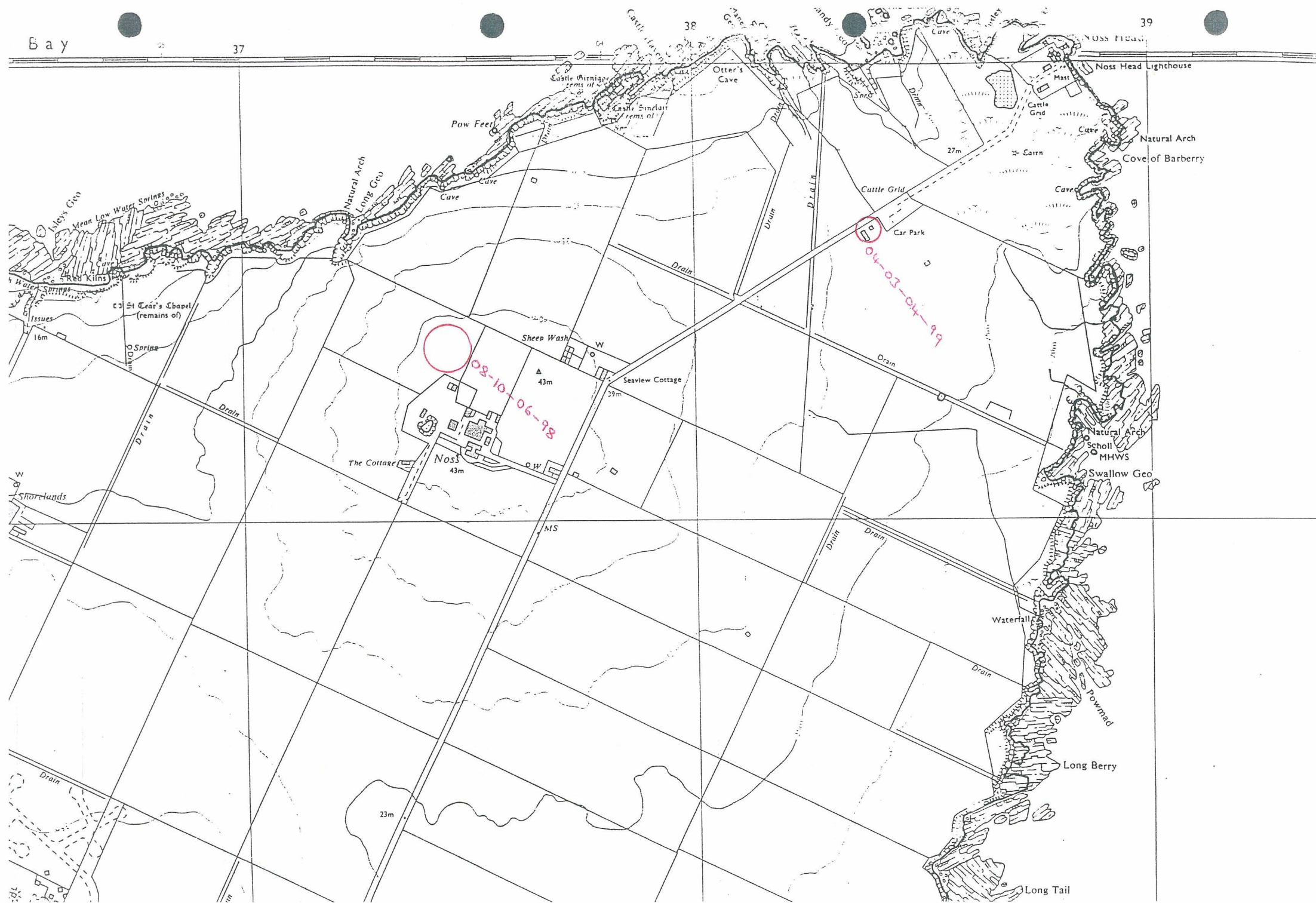


Bay

37

38

39



# Scotland

Square	ND	Eastings	3775	Northings	5098
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	11	Survey Date	25-04-93		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Coast Battery WWII				
Location Details	On the North shore of Wick Bay East of the harbour				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Only one searchlight emplacement could be found				
Construction	Brick and concrete				
SMR					
NMR	ND35SE174				
Overall condition	Poor				
Risk Factor	Little				
Photographs	Yes P19				
Bibliography	PRO WO/192/112				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Two 6 inch Mk.XI guns installed June 1940. Put into care and maintenance November 1944				

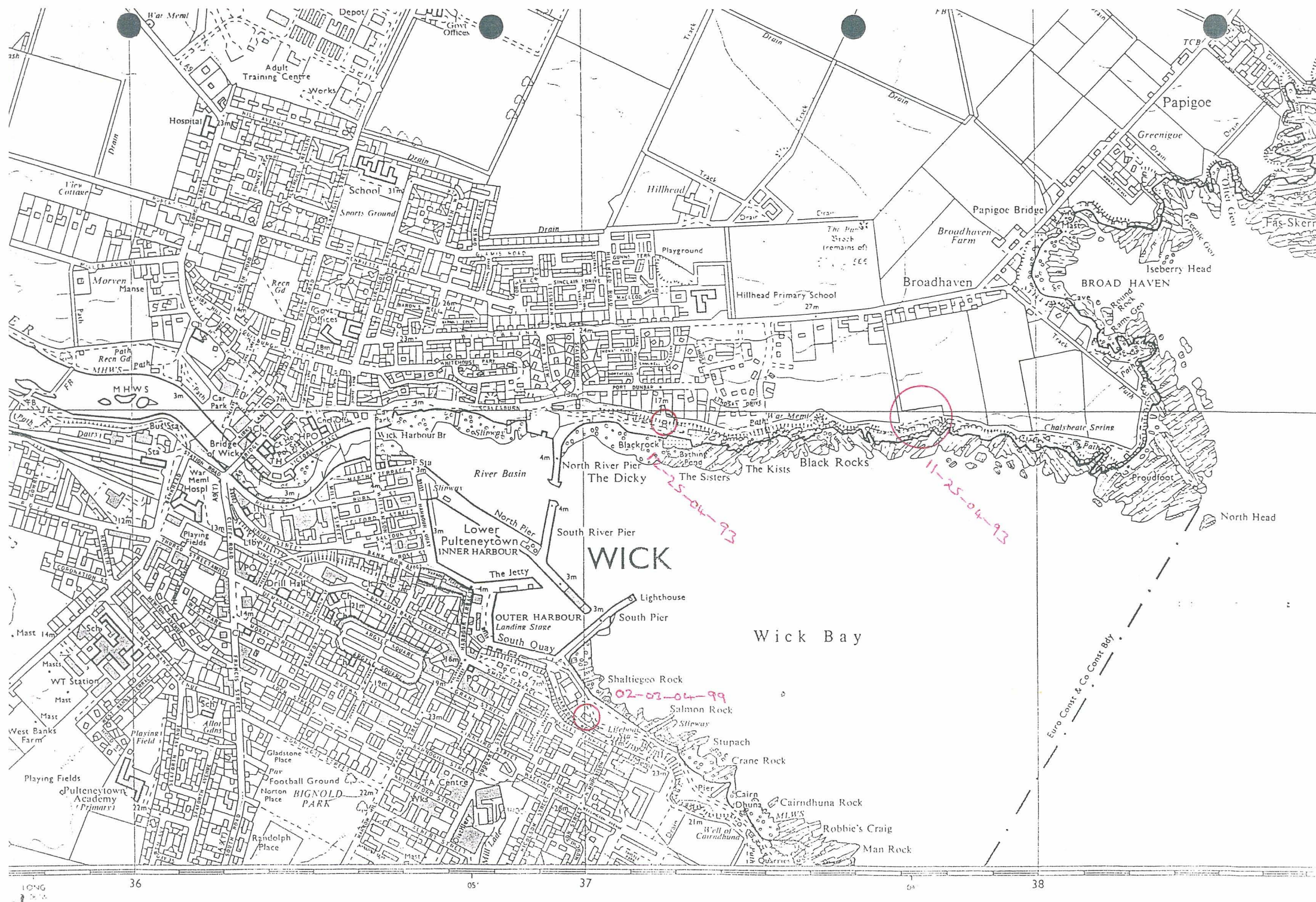
# Scotland

Square	ND	Eastings	3717	Northings	5097
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	12	Survey Date	25-04-93		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Pillbox WWII				
Location Details	On the North shore of Wick Bay. To the West of the Battery site				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	The pillbox is set into the bank above the shore next to steps down to the water. It faces South across the harbour				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P19				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	ND	Eastings	3700	Northings	5032
1:10,000 Map	ND-35-SE	OS Sheet	1:50,000	012	
Survey Number	02	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Anti-tank blocks WWII				
Location Details	South side of harbour. Not in their original position				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Anti-tank blocks stacked up to form a sand silo				
Construction	Concrete				
SMR					
NMR					
Overall condition	Removed				
Risk Factor					
Photographs	Yes P20				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



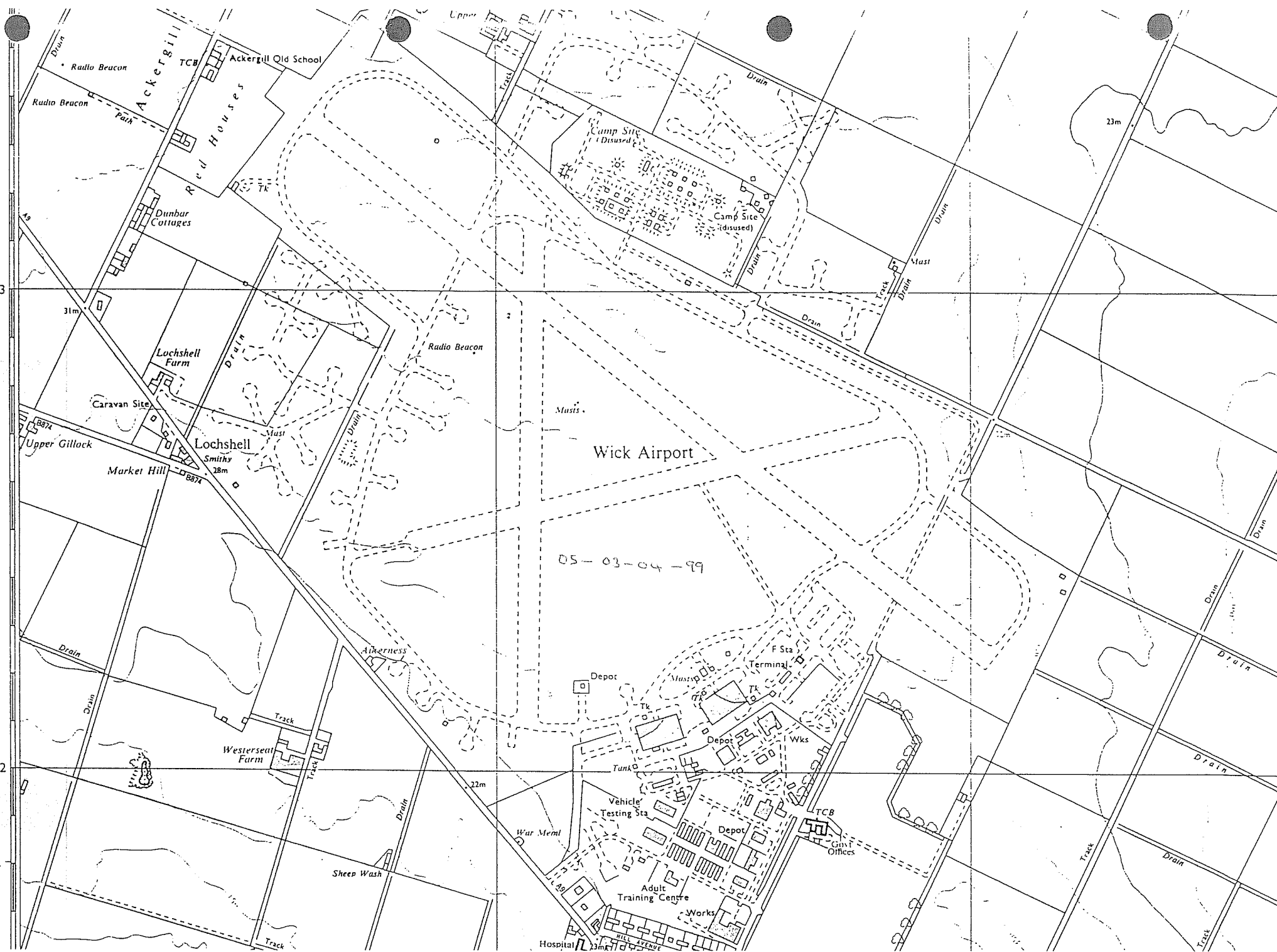


# Scotland

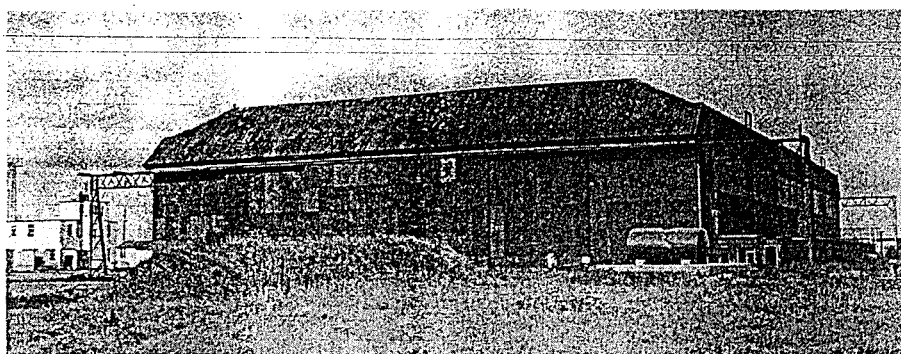
Square	ND	Eastings	360	Northings	525
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	05	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Wick				
Site Type	Airfield WWII				
Location Details	North of Wick. East of the A9				
Part of					
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Airfield with many buildings extant. Airfield is now Wick Airport				
Construction	All sorts				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P20				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

၁၀

LAIT  
58 · 27 ·







flew from the latter and needed an RLG to spread the load.

Available records have neglected Whitefield but it must have been a busy little place as the EFTS had over 100 Tiger Moths on strength during the mid-war period. A few accidents happened at the RLG, mostly bad landings and none causing injury. During July 1943 there were three separate mishaps, one of them during night-flying, which was carried out from here with a gooseneck flarepath. On one occasion Mosquito *HP856* of 8 OTU force-landed with smoke in the cockpit from faulty radio equipment.

The RLG closed on July 9 1945, the demand for pilots obviously having decreased, and soon reverted to farmland. The eight Blister hangars were removed and only a flight office remains today to show where the airfield once was.

## Wick, Highland

*12/ND360525. 1 mile NW of Wick*

RAF Wick was built on land adjoining the pre-war civil aerodrome at Hillhead Farm used by Highland Airways. The traditional grass surface of the time rapidly became a quagmire and there was a rush to lay down tarmac runways. Flying continued from the sea of mud alongside the construction works.

Four massive 'C1' hangars were built, in retrospect a mistake, as the two surviving ones are visible for miles across the bleak and treeless landscape. No wonder Wick was attacked so often, you just couldn't miss it. A decoy with dummy Blenheims

*'C2' hangar at Wick.*

was set up on a peat bog at Sarclet to the south and attracted many bombs at night.

Station HQ had been formed hastily at Wick on September 15 1939 and enough equipment and stores had been delivered by the end of the month for 803 Squadron's Skuas to disembark here for fighter patrols. No 269 Squadron arrived on October 10, bringing Ansons from Montrose to patrol the northern coastline round to Cape Wrath and as far north as the Faroes. They were reinforced by a Battle Flight of three Hudsons from 224 Squadron at Leuchars, but these returned to base on December 2, as there seemed to be little enemy activity in these waters.

On November 24 1939, 24 Hampdens of 50 and 61 Squadrons were attached to Wick under 18 Group Coastal Command but these, too, saw no action and soon went south again. No 803 Squadron moved to Hatston on February 10 1940, by which time Wick sported three canvas Bessonneaux hangars, hardly suitable to face the rigours of the Caithness winter. Indeed, one of them collapsed one night.

The Spitfires of 41 Squadron made a brief appearance in October 1939 but after Wick became a Sector Station in December 1939 (with its operations room in an elementary school) many fighter units were based for the protection of Scapa Flow.

*The 518/40 type tower still unmodified at Wick.*





# Wick Highland

As at February 1956  
58° 27' N 03° 06' W

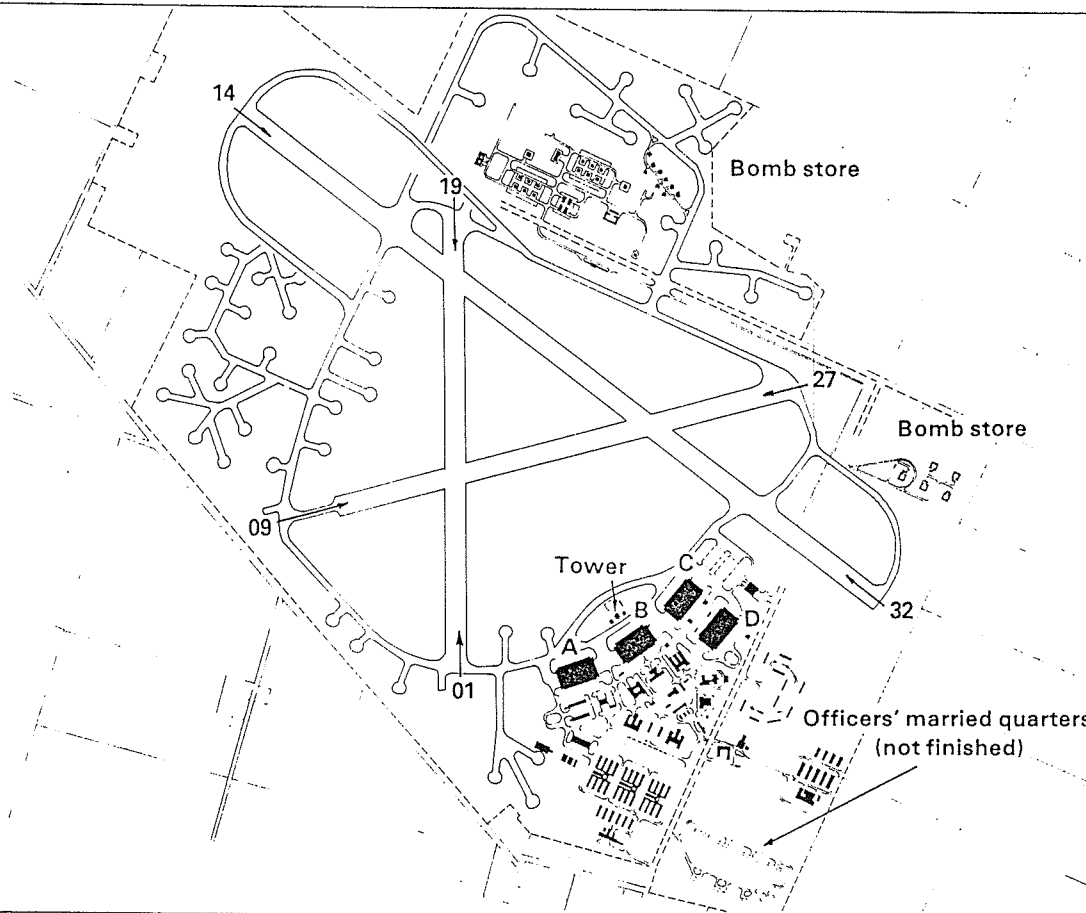
N



Runways:  
01/19 3,500 ft  
09/27 3,536 ft  
14/32 6,000 ft  
all tarmac runways  
150 ft wide

Hangars:  
A-D'C' Type

0 1,000  
ft



No 43 Squadron brought its Hurricanes from Acklington in February 1940 and was soon in action. On April 8, two attacks were met in which three He 111s were shot down and two damaged. One of the latter force-landed on Wick aerodrome with two of the crew dead. No 605 Squadron was here also with Hurricanes from February to May 1940, when it left for Hawkinge. The squadron's first victory was scored during a great air battle over Orkney on April 10, when seven enemy bombers were destroyed. As FAA Skuas and AA defence were involved too, it proved impossible to apportion credit but it was certainly a 'good show' all round.

No 504 Squadron took over Scapa defence towards the end of May 1940 and moved to Wick's new satellite at Castletown on June 21. No 43 Squadron left for Tangmere at the end of May 1940 but not before it was relieved by 3 Squadron which was to re-equip and train new pilots after heavy losses in France. Its Hurricanes moved to Castletown on September 2 and on October 17 the Fighter Sector HQ moved to Kirkwall, leaving Wick solely to Coastal Command.

No 269 Squadron was still here and converted to Hudsons in April 1940 for shipping attacks off Norway, often using Sumburgh as an advanced base. On June 11 1940, for example, Trondheim harbour was attacked and two Hudsons failed to return. The squadron also performed a special duty on June 22 when six Finns piloting Hurricanes were escorted to Stavanger *en route* to the Finnish Air Force.

With the German occupation of Norway, Wick found itself in the front line. The town was bombed on July 1, killing 11 civilians and a soldier, and the airfield's turn came on October 26 1940, when three He 111s first raided the Q-site at Sarclet, then found the real airfield and dropped a stick of bombs across the southern boundary. One Hudson was destroyed, a hangar received superficial damage and three civilians were killed.

No 42 Squadron had Beauforts at Wick from June 1940 but engine unreliability caused the type to be grounded. The Beaufort crews at Wick were incensed that a chance was being missed after the *Scharnhorst* was reported off Norway at reduced speed after a torpedo hit on June 21. Coastal Command was pressed to lift the ban and permission was given to mount an attack. The dive-bombing,

however, was inconclusive and Bf 109s swarmed after them. Three Beauforts did not return to Wick.

More air raids took place in 1941, the torpedo store being narrowly missed on March 17 but a sergeant was killed. On April 26, an enemy raider followed a Hudson in to land and dropped four bombs on the flarepath, killing an airman on duty.

The last attack, however, was the worst in terms of material damage. On June 4 1941 a Ju 88 dropped three bombs on No 3 hangar. One Whitley was burned out and another badly damaged. Three more were pushed clear of the flames at considerable risk, as an unexploded bomb was found under the debris the next morning. Most of the hangar roof was burned away and it was not repaired until long after the war.

In 1940, the Photographic Reconnaissance Unit at Heston maintained flights of Spitfires at St Eval and Wick to cover the Biscay ports and the Norwegian coast, respectively. It was from Wick on May 21 1941, using Sumburgh as a refuelling stop, that one of the most famous of all the early photographic sorties took place; the flight from which Pilot Officer Michael Suckling returned with the electrifying news that the *Bismarck* was on her way out to the Atlantic for the first time. Six days later she was sent to the bottom but tragically Suckling too was lost, flying from St Eval exactly two months after his epic trip.

The first of the new Mosquitoes was allocated to PRU in 1941 and it was decided that they should operate from Wick. They arrived here in October and each aircraft was named after a type of alcoholic drink including *Whisky*, *Benedictine* and *Vodka*. Before long it was found that Wick's isolation often meant that spare parts could take days to get there from the South and it was difficult to get photos to PR HQ in Buckinghamshire. The Mosquito's greater range made it less necessary to operate from the extreme north of Scotland so by December 1941 the detachment had moved to Leuchars.

No 269 Squadron, which went to Iceland at the end of May 1941, had shared the station with 42 Squadron since the latter arrived in June 1940. No 42's Beauforts were employed on anti-shiping and mine-laying sorties until it moved to Leuchars on March 1 1941. After one action in February a Beaufort landed back

## THE AIRFIELDS

longer as 303 left for Charterhall on March 3, while 316 went to Hethel on March 15.

Thereafter, the airfield reverted to a civil use with regular BEA services to Inverness, Glasgow, Edinburgh, Orkney and Shetland. The routes were never profitable, particularly when Viscounts were introduced and part of the Wick network was taken over by Loganair in 1976 with more suitable aircraft.

Once an action station, now in honourable retirement, Wick was totally devoid of aircraft when we visited it in June 1981. A horse grazed incongruously near the tower and the dilapidated 'C1' hangars, only two remaining of the original four, were full of steel pipes. The one behind the tower was one of those damaged in the air raid. Most of the station offices and technical buildings are still standing neglected but not yet derelict.

## Wig Bay (Stranraer), Dumfries and Galloway

82/NX035680. 5 miles N of Stranraer on A718

In the autumn of 1945, the western shores of Loch Ryan resembled the fabled elephants' graveyard. No less than 177 big flying boats were in open storage, most waiting to be cut up for scrap at one of the biggest marine aircraft maintenance bases in Britain.

Before being relegated to an MU, Loch Ryan had seen operational squadrons of Coastal Command, the first, No 240, arriving from Pembroke Dock on July 30 with Stranraers. It moved to Northern Ireland on March 28 1941, following 209 Squadron, which had left two days previously. No 209 had been here since December 9 1940 operating the unsuccessful Lerwick on patrols.

Another squadron, 228, was transferred here from Pembroke Dock on October 9 1941 but moved to Oban on March 10 1942 to extend its radius of action out into the North Atlantic.

The station had a training role beginning in mid-1940 when the Flying Boat Training Squadron moved north from vulnerable Calshot. The unit flew a mixture of Singapores, Londons, Stranraers and Lerwicks. When Catalinas began to be delivered to the RAF, the FBTS was allotted one of the first, W8406, and in June 1941, three US Navy Catalina instructors were attached to the unit.

The FBTS was redesignated 4 (C) OTU



Over 150 flying boats, mostly Catalinas, can be discerned in this aerial view of the 57 MU dispersals at Wig Bay in October 1947 (Via J. Huggon).

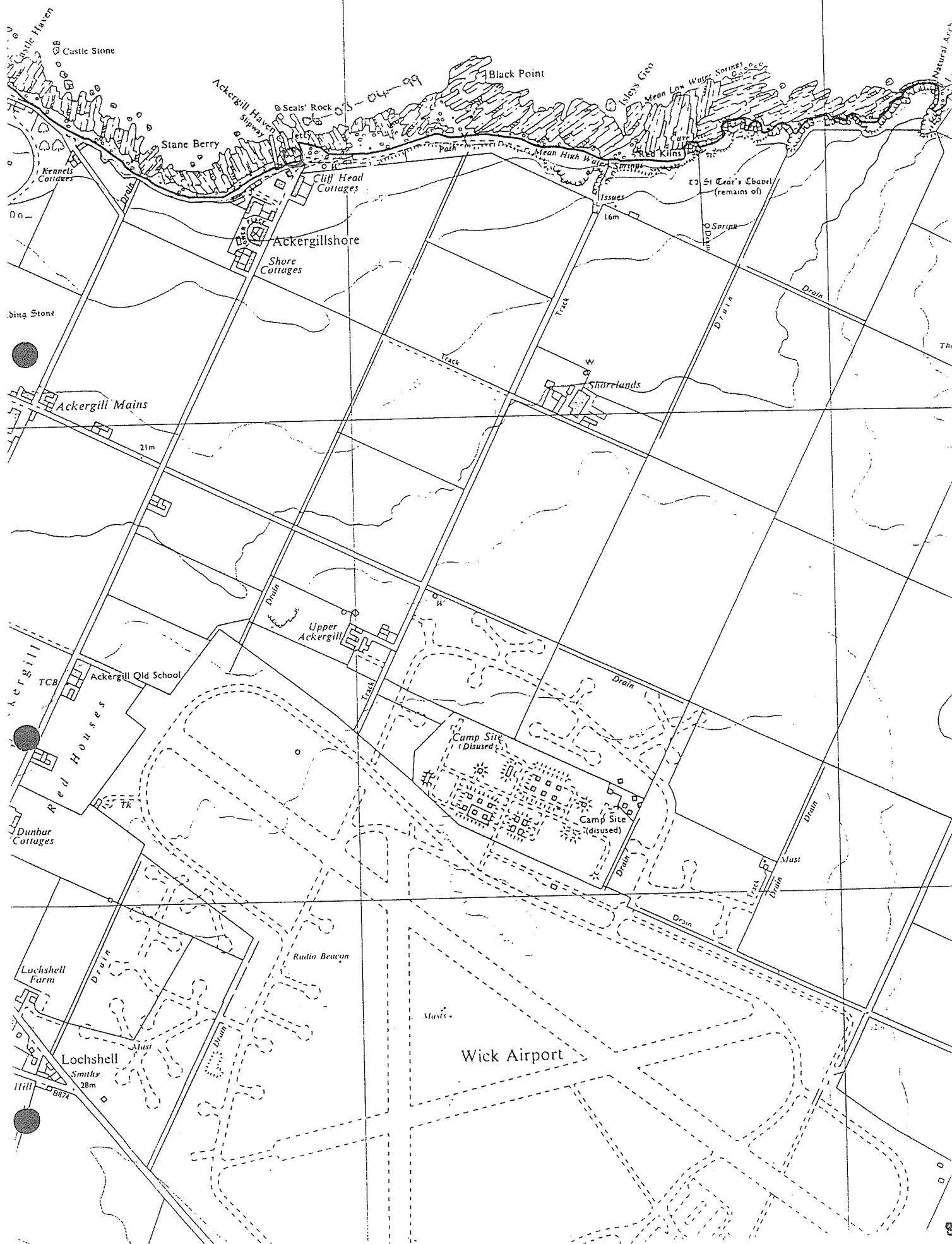
on March 16 1941 and moved to Invergordon in June of that year. When the OTU was reorganised a detachment returned to Wig Bay on March 11 1942 to concentrate on the initial training of pilots in marine aircraft flying. The operational training of crews was to remain at Invergordon. This plan was subsequently altered and the detachment returned to Wig Bay on November 10 1942.

No 302 FTU now took up residence with effect from December 1 1942 but left for Oban on July 21 1943. No 1 FBSU had been here since March 12 1942 and it is probable that its gradual expansion had forced the other units to leave. The FBSU continued to function under 15 Group Coastal Command side by side with 57 MU which formed here in October 1943, absorbing 11 FBFU which had itself formed on July 15 1943.

The MU's task was the preparation, modification, repair and storage of Sunderlands, Catalinas and the new Martin Mariner which was just entering service. On February 1 1944, 57 MU and 1 FBSU were amalgamated and taken over by 41 Group Maintenance Command.

# Scotland

Square	ND	Eastings	3588	Northings	5454
1:10,000 Map	ND-35-SE	OS Sheet 1:50,000	012		
Survey Number	06	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Ackergillshore				
Site Type	Pillbox WWII				
Location Details	On the shore by the end of the pier				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Type 24 Pillbox				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P20				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	ND	Eastings	3781	Northings	6770
1:10,000 Map	ND-36-NE	OS Sheet	1:50,000	012	
Survey Number	09	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Freswick Bay				
Site Type	Anti-tank blocks and pimples, road block WWII				
Location Details	Freswick Bay				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Canisbay				
County	Caithness				
Description of site	Double row of anti-tank pimples infront of single line of anti-tank blocks point to point, Road block through line				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little from the sea				
Photographs	Yes P20				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

at Wick with extensive damage and a dead crew member.

The Whitleys and Ansons of 612 Squadron at Dyce moved in on April 1 1941, staying until December 15 when they left for Reykjavik. In December 1941, 404 Squadron's Blenheims were detached to support the Vaagso Commando raid, claiming one Bf 109 destroyed.

A detachment of 220 Squadron's Hudsons was based here in March/April 1941, followed by the whole squadron until January 9 1942 when it left for Northern Ireland to convert to Fortresses. On October 29 1941, nine aircraft of the squadron made a shipping strike against Alesund, sinking or damaging seven ships and setting fire to harbour installations, a feat which was considered to be the most successful shipping attack by a single squadron up to that time.

More Hudsons, this time from 608 Squadron, flew in from Thornaby in January 1942 and immediately began harrying ships off the Norwegian coast. Again, Sumburgh was used as a refuelling base and the squadron eventually moved there on August 5 1942 to increase its radius of action. No 86 Squadron, equipped with Beauforts, was also here between March and July 1942 for strikes off Norway and anti-submarine patrols were in the hands of 48 Squadron whose Hudsons were here from January to September 1942.

No 489 Squadron's Hampdens moved in from Skitten on September 24 1942 but left for Leuchars the following month. Another short-lived resident was 179 Squadron, which formed on September 1 1942 from a detached flight of 172 Squadron with Wellingtons. Anti-sub sorties were flown until the unit moved to Gibraltar in November.

A detachment of Hampdens from 144 Squadron was based in July 1942, and, moving on to the following year, the whole unit returned to Wick with Beaufighters on October 20. Many *Rover* patrols were flown with a steady drain on aircraft and crews. On January 14 1944, 25 Beaufighters, ten from 404 (which had been at Wick since April 1943) and 15 from 144, attacked shipping in Norwegian waters, three aircraft being lost. In May 1944 both squadrons left for Davidstow Moor in Cornwall to cover the west flank of the Normandy Invasion.

No 1406 Met Flight had been flying Hampdens and Spitfires from Wick since early in 1942 and on August 15 1943 it

became the nucleus of 519 Squadron. The unit moved to the satellite at Skitten on December 11 1943 to help relieve the congestion at the parent station. By the time the squadron returned to Wick on November 29 1944, the Hampdens had long been replaced by Hudsons and Venturas. In November 1944, Fortresses were received for longer range flights and after the end of the war the squadron standardised on Halifaxes.

A posthumous Victoria Cross was won by a Wick-based pilot, Flight Lieutenant David E. Hornell, on June 24 1944. His Canso amphibian was one of a detachment of the RCAF's 162 Squadron. Out on a patrol in northern waters they found and depth-charged a U-boat. The submarine was destroyed but not before return fire had set the Canso on fire. The aircraft was ditched but soon sank. After 24 hours either in a dinghy or clinging to it—there was not enough room in the only dinghy left for all the crew—they were rescued, but Hornell and two members of his crew died from the effects of exposure.

No 618 Squadron reached Wick in June 1944, still working-up on Mosquitoes (see Skitten) but now destined for mine-laying in the Pacific. The aircraft were embarked on a carrier for Australia in October but never saw any action.

Wellingtons were at Wick again in August 1944, flown by 407 Squadron on AS patrols. Apart from three U-boats depth-charged in October, there was little excitement and the aircraft moved to Chivenor in November.

A Mountain Rescue Unit was formed in October 25 1944 to provide cover for the far North. November was spent in training and the first call-out came on December 16 to a crashed Barracuda near Berriedale. Three injured survivors were carried down from a 519 Squadron Fortress on the moors near Loch Rangag in February 1945.

Moving on to the end of November 1945, the Mustangs of 316 Squadron arrived from Andrews Field and commenced intensive training known as *Dodgem* Exercises. Simulated raids were made on such targets as Montrose aerodrome, Scapa Flow and Dalcross. Defending forces were made up of other Scottish-based squadrons, including No 91, No 164 and No 303. (The latter was at Wick from January 1946).

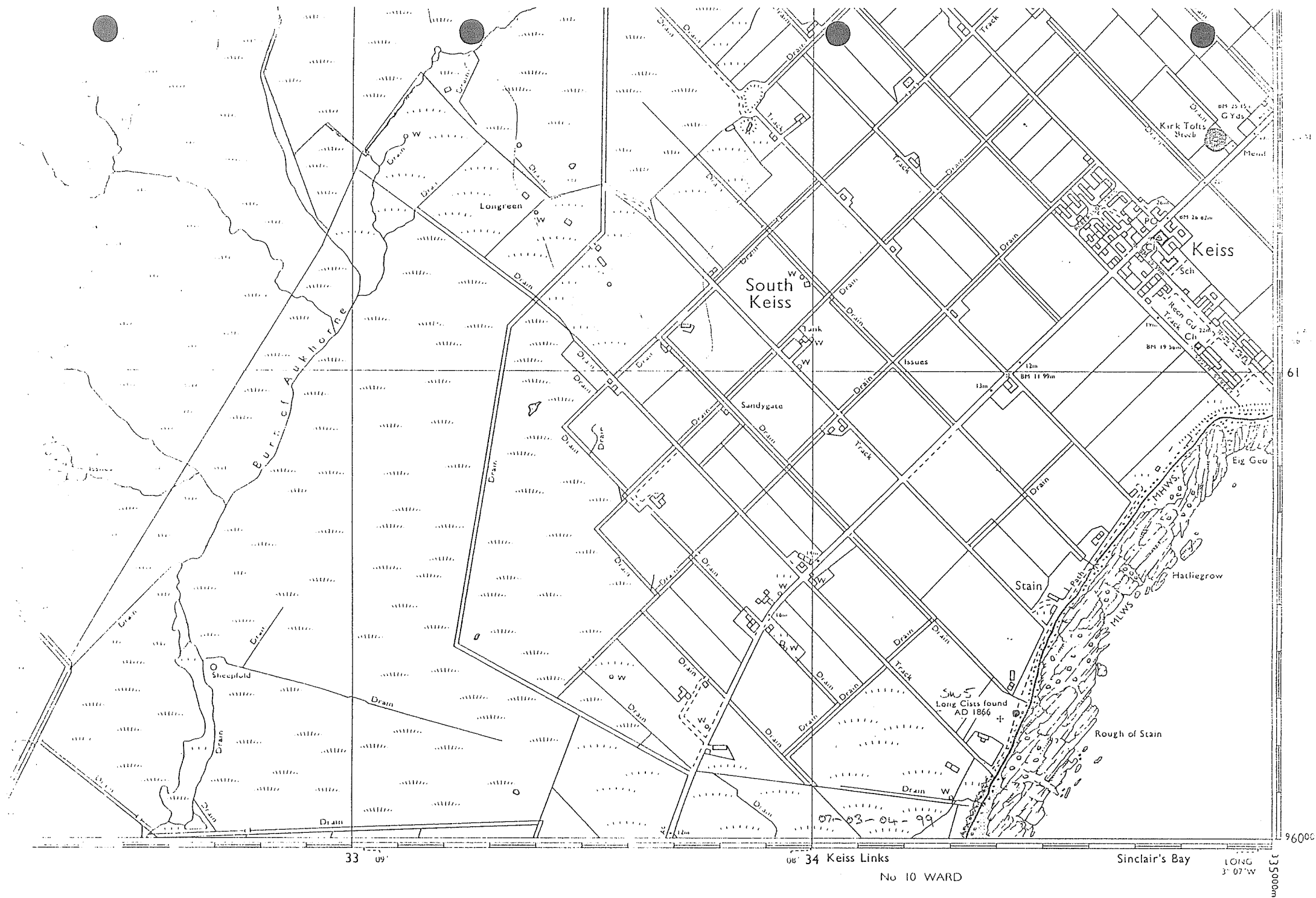
By February 1946, the local council was complaining of low and noisy flying over the town but it was not to last much





# Scotland

Square	ND	Eastings	3433	Northings	6002
1:10,000 Map	ND-36-SW	OS Sheet	1:50,000	012	
Survey Number	07	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Keiss				
Site Type	Anti-tank blocks and pimples, road block WWII				
Location Details	Keiss, Sinclair Bay, along the beach				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Double row of anti-tank pimples in front of single line of anti-tank blocks point to point, Road block through line				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Some from sea				
Photographs	Yes P21 P22				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	On the top of one block is the name A Hendry 7-1940. Some areas of these items have been removed and there are the bases of pillboxes and other defences around				

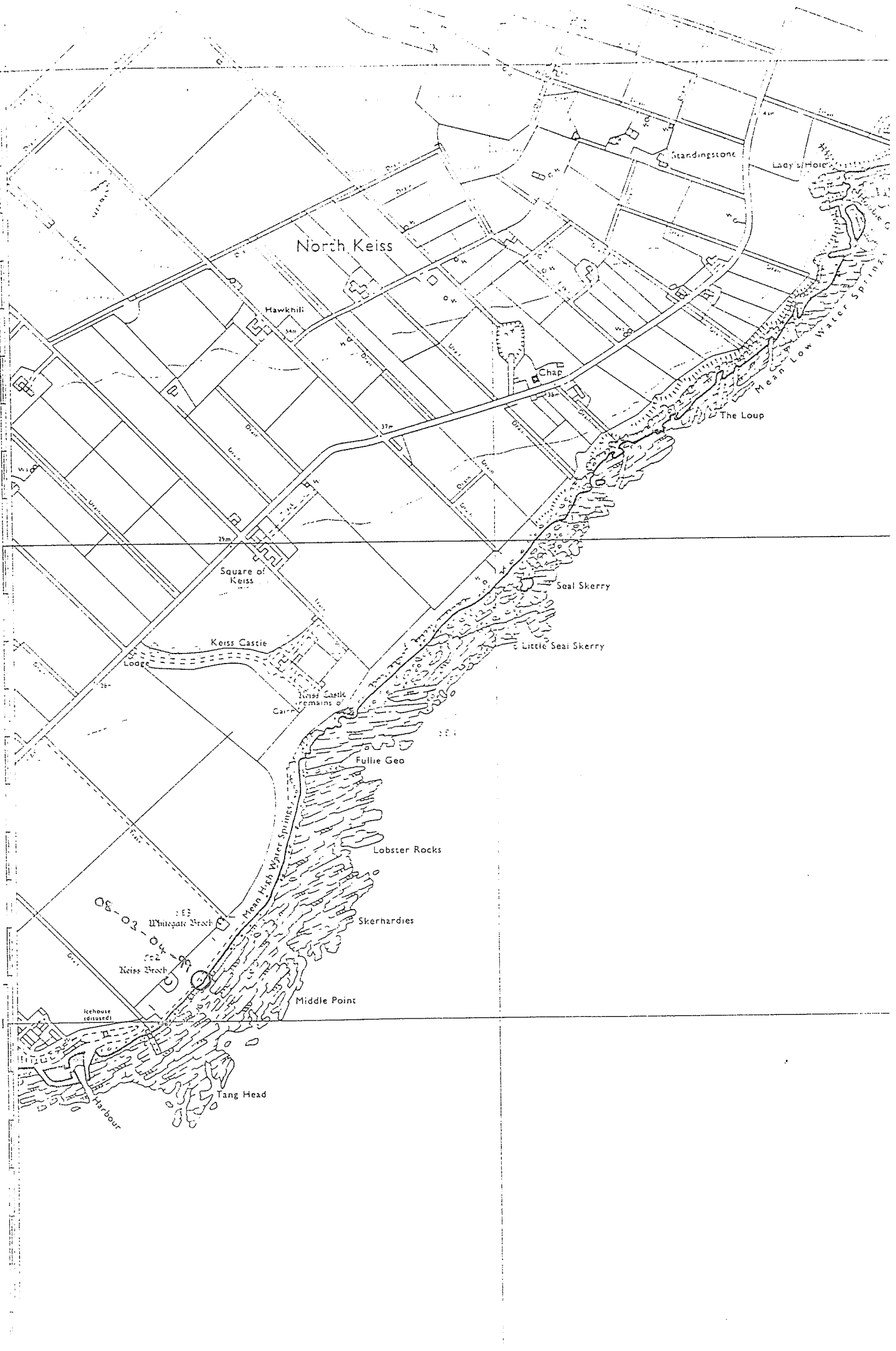


# Scotland

Square	ND	Eastings	3537	Northings	6108
1:10,000 Map	ND-36-SE	OS Sheet 1:50,000	012		
Survey Number	08	Survey Date	03-04-99		
Survey By	J A Guy				
Site Name	Keiss				
Site Type	Pillbox WWII				
Location Details	On the shore just North of Keiss Harbour				
Part of	Coastal crust				
Region	Highland				
District	Caithness				
Parish	Wick				
County	Caithness				
Description of site	Type 24 Pillbox				
Construction	Brick and concrete				
SMR					
NMR	ND36SE43				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P23				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

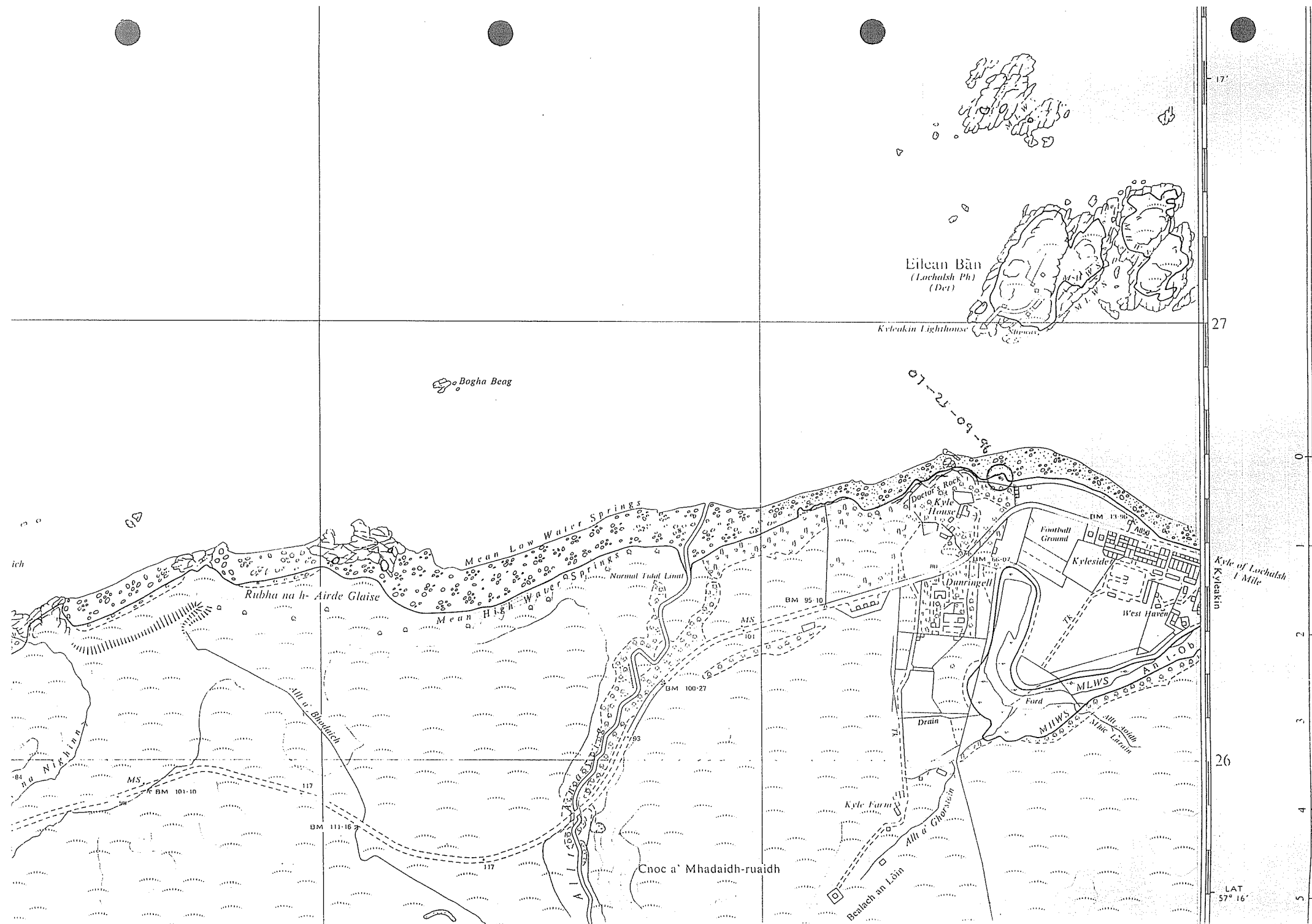
63  
62  
61

EASTERN DISTRICT



# Scotland

Square	NG	Eastings	7455	Northings	2664
1:10,000 Map	NG-72-NW	OS Sheet	1:50,000	033	
Survey Number	07	Survey Date	25-09-96		
Survey By	J A Guy				
Site Name	Kyle of Lochalsh				
Site Type	Coast Battery WW1				
Location Details	Point of land on North East side of Kyle House				
Part of	Coast Defences				
Region	Highland				
District	Skye and Lochalsh				
Parish	Strath				
County	Inverness-shire				
Description of site	Nothing could be found on this site				
Construction					
SMR					
NMR					
Overall condition	Gone				
Risk Factor					
Photographs	No				
Bibliography	ADM 116 1570				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	2 x 15 Pdr. Guns on temporary platforms				



# Scotland

Square	NG	Eastings	7625	Northings	275
1:10,000 Map	NG-72-NE	OS Sheet 1:50,000	033		
Survey Number	08	Survey Date	25-09-96		
Survey By	J A Guy				
Site Name	Kyle of Lochalsh				
Site Type	Naval Base WWII				
Location Details	The Railway Pier				
Part of					
Region	Highland				
District	Skye and Lochalsh				
Parish	Ross and Cromarty				
County					
Description of site	Kyle of Lochalsh Station				
Construction					
SMR					
NMR					
Overall condition					
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	<p>Kyle of Lochalsh was HMS Trelawney. Kyle's secret code was Port ZA. It was from here that all the mine-laying of the entire British fleet was done. Mines were stored in special sidings all along the railway line</p>				

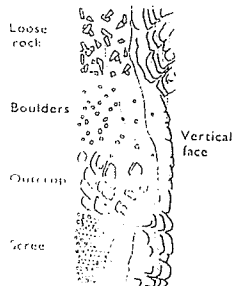
# Scotland

Square	NG	Eastings	7561	Northings	2740
1:10,000 Map	NG-72-NE	OS Sheet 1:50,000	033		
Survey Number	09	Survey Date	25-09-96		
Survey By	J A Guy				
Site Name	Kyle of Lochalsh				
Site Type	Heavy AA Battery WWII				
Location Details	Plock of Kyle. Now a view point for the Skye Bridge				
Part of					
Region	Highland				
District	Skye and Lochalsh				
Parish	Lochalsh				
County	Ross and Cromarty				
Description of site	There is nothing left of the battery which is now a view point				
Construction	Demolished				
SMR					
NMR	NG72NE46				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The Code was B1 and the battery was known as Kyle. Guns could be used in a Coast Defence role as well as Heavy AA				



metric boundary meridian  
1:22m = 4ft

ROCK FEATURES



- Pol Sta Police Station
- PO Post Office
- PC Public Convenience
- PH Public House
- SB Signal Box
- Sp Spring
- TCB Telephone Call Box
- TCP Telephone Call Post
- W Well

REFERENCE SYSTEM

GRID TO 100 METRES

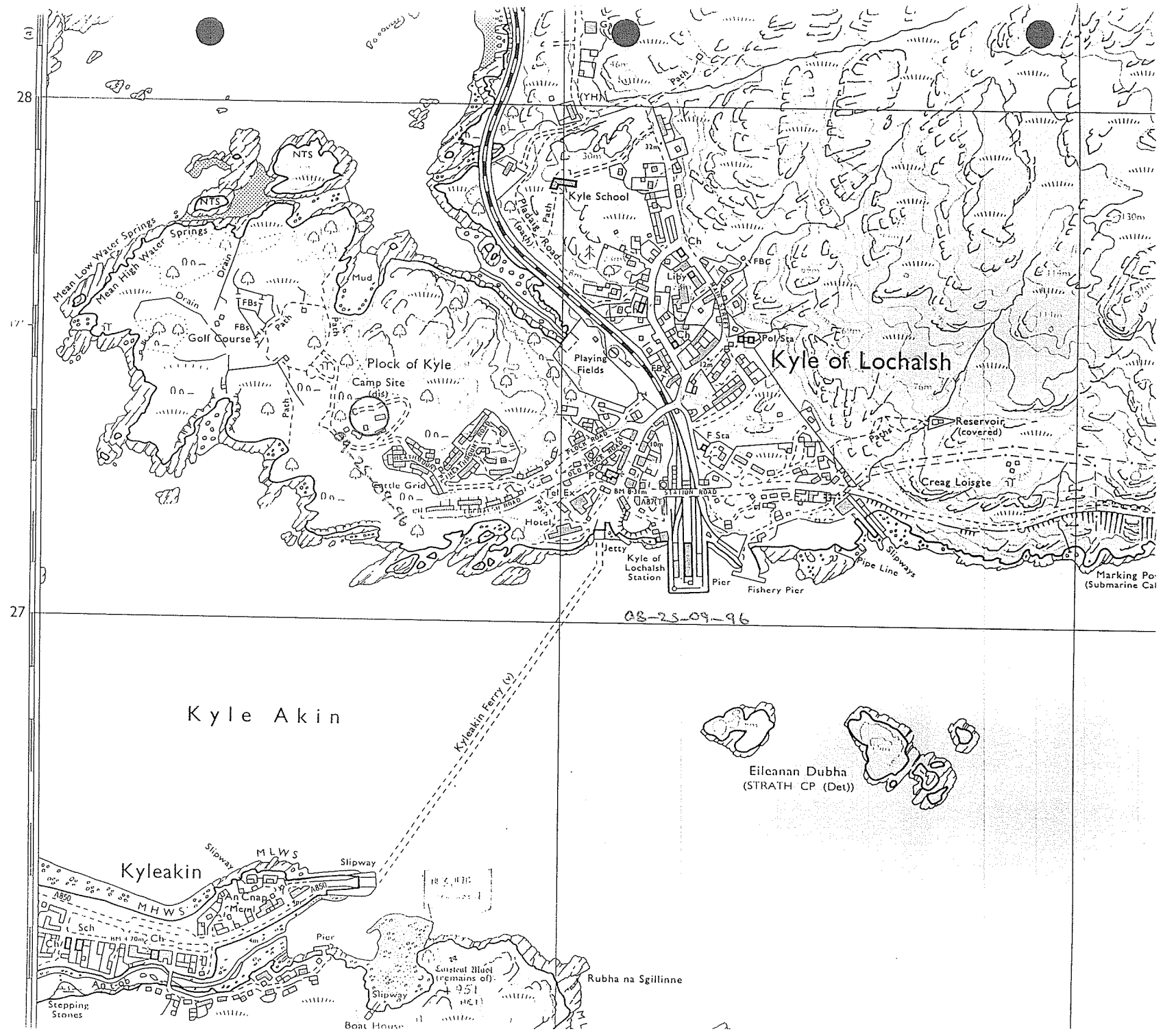
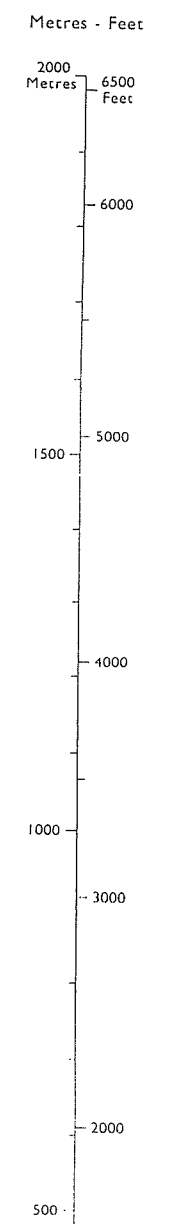
on this sheet are NG  
lies and read the  
d south margins.  
tenths eastwards

lies and read the  
d west margins.  
tenths northwards

omitted, the resulting reference  
se area concerned is sufficiently  
sles of one inch to one mile and

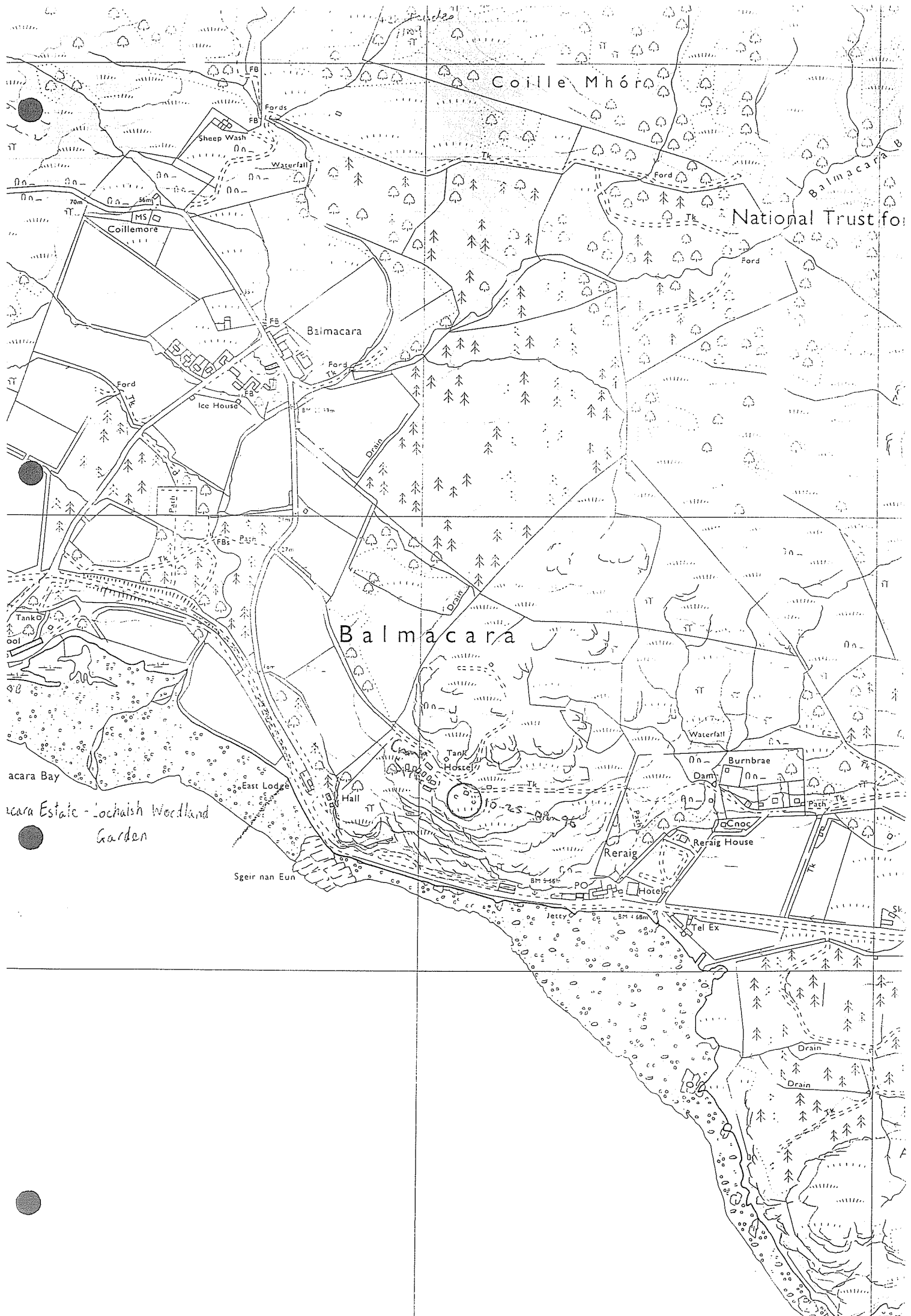
East of Grid North and at the  
h was about 8° West of Grid

CONVERSION  
SCALE



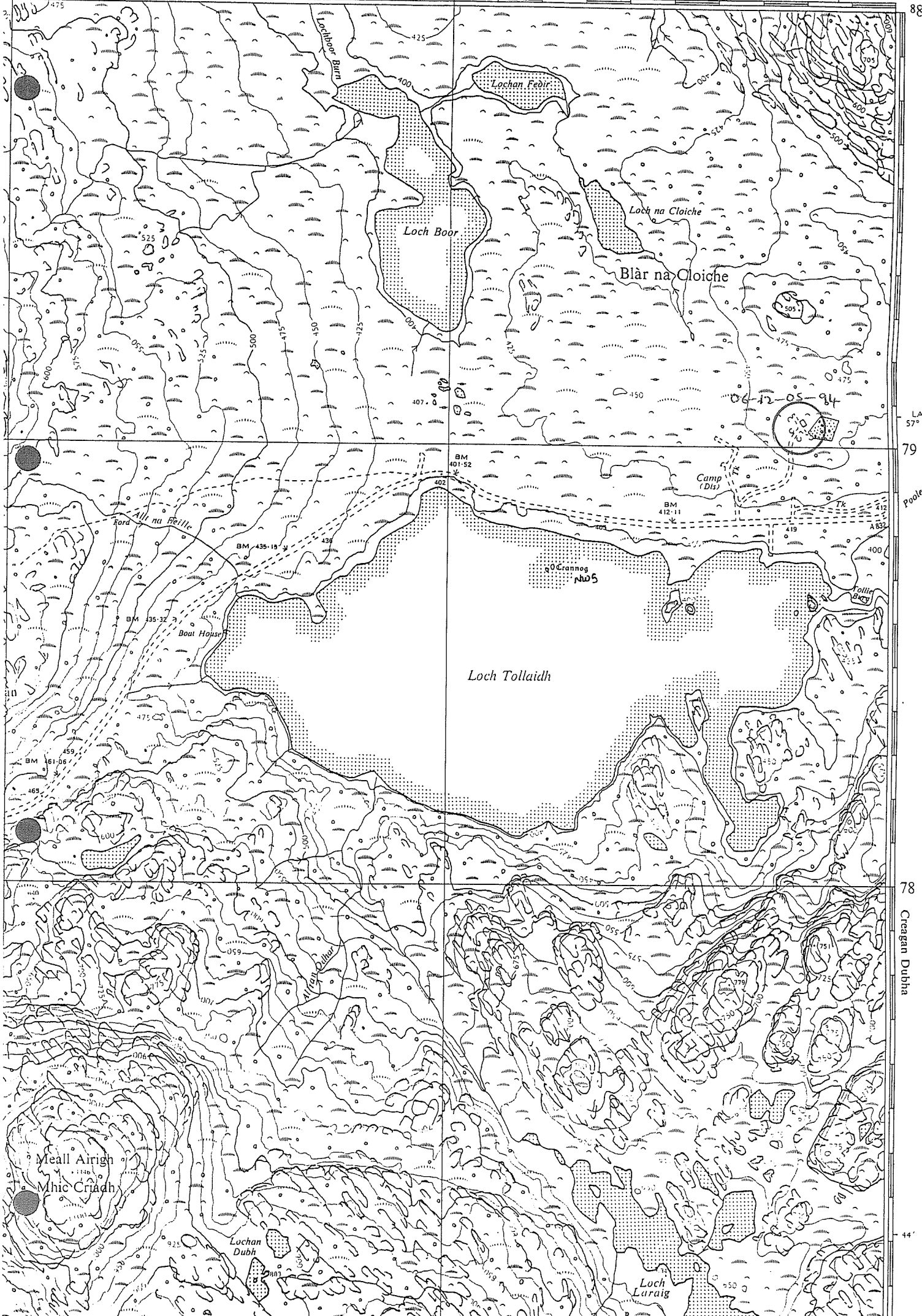
# Scotland

Square	NG	Eastings	8110	Northings	2737
1:10,000 Map	NG-82-NW	OS Sheet 1:50,000	033		
Survey Number	10	Survey Date	25-09-96		
Survey By	J A Guy				
Site Name	Balmacara				
Site Type	Heavy AA Battery WWII				
Location Details	The battery site is up on the high ground West of Reraig				
Part of					
Region	Highland				
District	Skye and Lochalsh				
Parish	Lochalsh				
County	Ross and Cromarty				
Description of site	The site has been demolished but it is possible to see the two gun emplacements and many hut bases				
Construction	Demolished				
SMR					
NMR	NG82NW41				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 2 x 3 inch guns. The code was B2 and the battery was known as Balmacara. Guns could also be used in a coast defence role				



# Scotland

Square	NG	Eastings	8480	Northings	7905
1:10,000 Map	NG-87-NW	OS Sheet	1:50,000	019	
Survey Number	06	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Loch Tollie				
Site Type	Heavy AA WWII				
Location Details	North side of the road at the North East end of Loch Tollaidh				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	All that could be found were mounds where the gun emplacements and command post were and some of the roads				
Construction	Demolished				
SMR					
NMR	NG87NW32				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	There are five mounds of earth which mark the four gun emplacement and command post positions. Code E4. Armament was 4 x 3.7 inch guns				



LA 57°

79

Pool

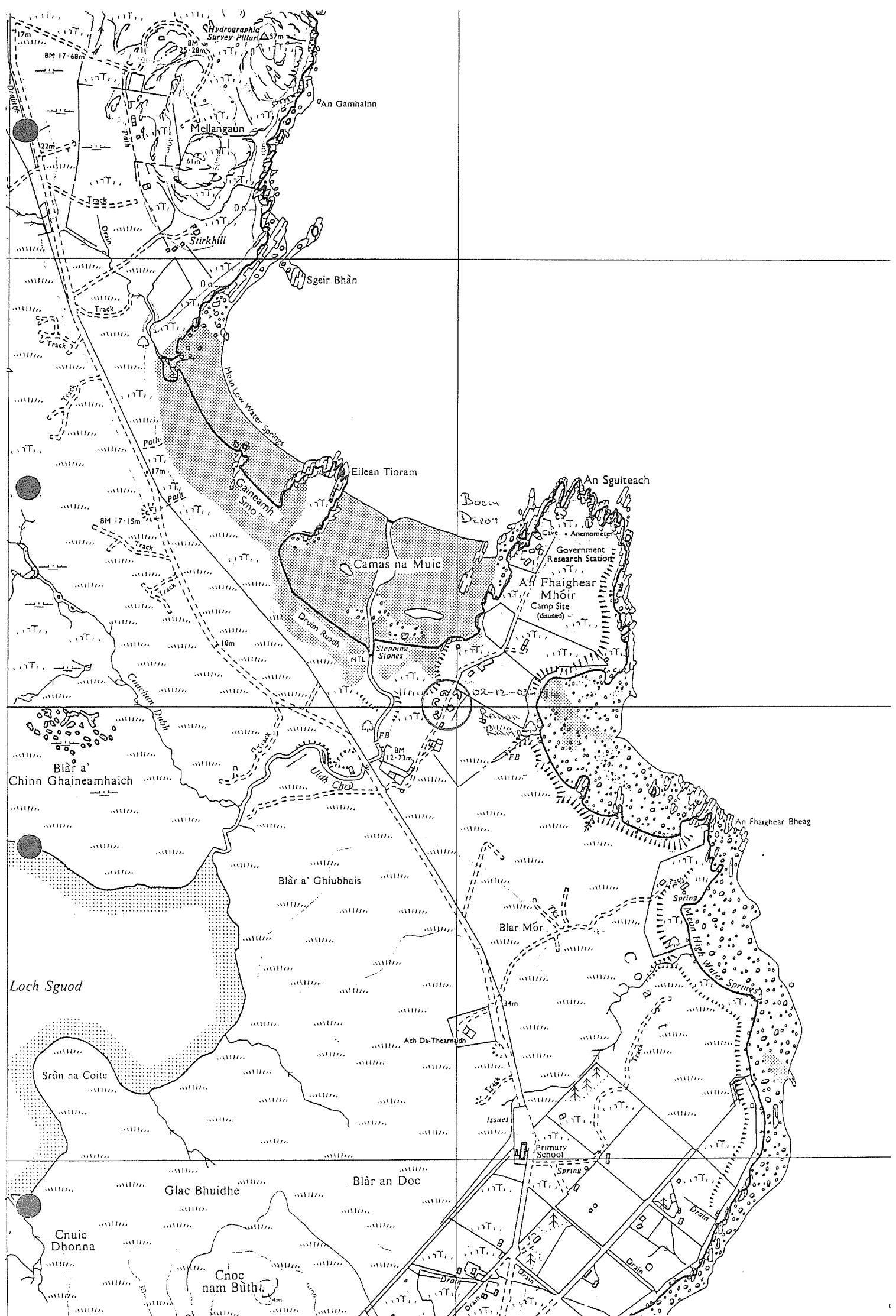
78

Creagan Dubh

44°

# Scotland

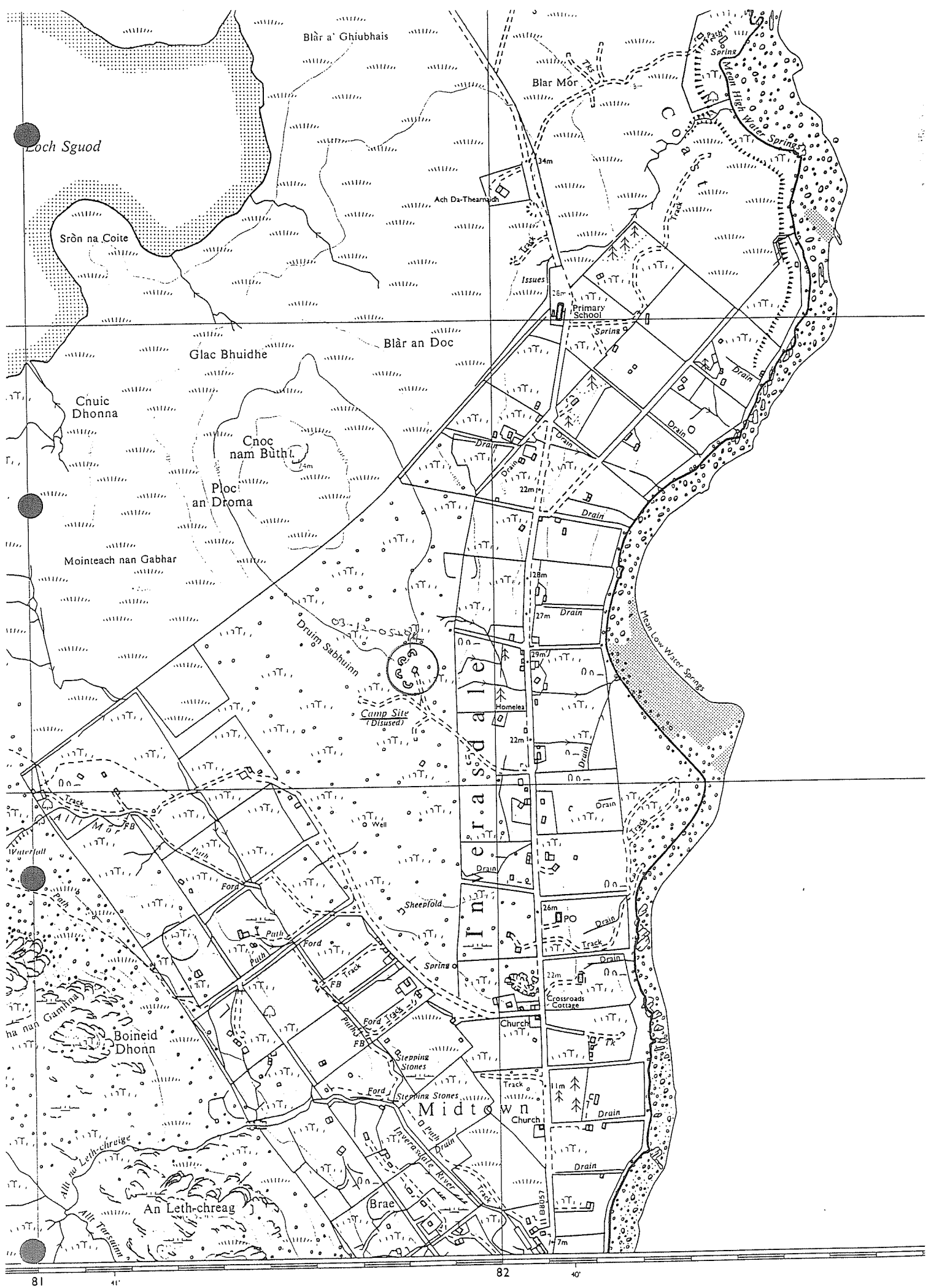
Square	NG	Eastings	8198	Northings	8800
1:10,000 Map	NG-88-NW	OS Sheet	1:50,000	019	
Survey Number	02	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Mellangaun.Firemore				
Site Type	Heavy AA WWII				
Location Details	The road off the B8057 to An Fhaighear Mhoir goes through the battery				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	The four gun emplacements are extant along with the command post, the radar ramp can be seen near by to the East. The gun emplacements have the shape of the sandbags around their exterior surfaces				
Construction	Concrete				
SMR					
NMR	NG88NW3				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P23				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Code for this battery was E6. To the North of this HAA site on An Fhaighear Mhoir are the remains of the Boom Depot, now a Government Research Station. Associated NMR NG88NW6				



# Scotland

Square	NG	Eastings	8182	Northings	8625
1:10,000 Map	NG-88-NW	OS Sheet	1:50,000	019	
Survey Number	03	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Inverasdale				
Site Type	Heavy AA WWII				
Location Details	The site is on high ground on the West side of the B8057 at Druim Sabhuinn				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Four gun emplacements and command post extant. Hut bases of camp site to the South				
Construction	Concrete				
SMR					
NMR	NG88NW4				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P24 P25				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Code for this Battery was E5. Armament 4 x 3.7 inch guns				



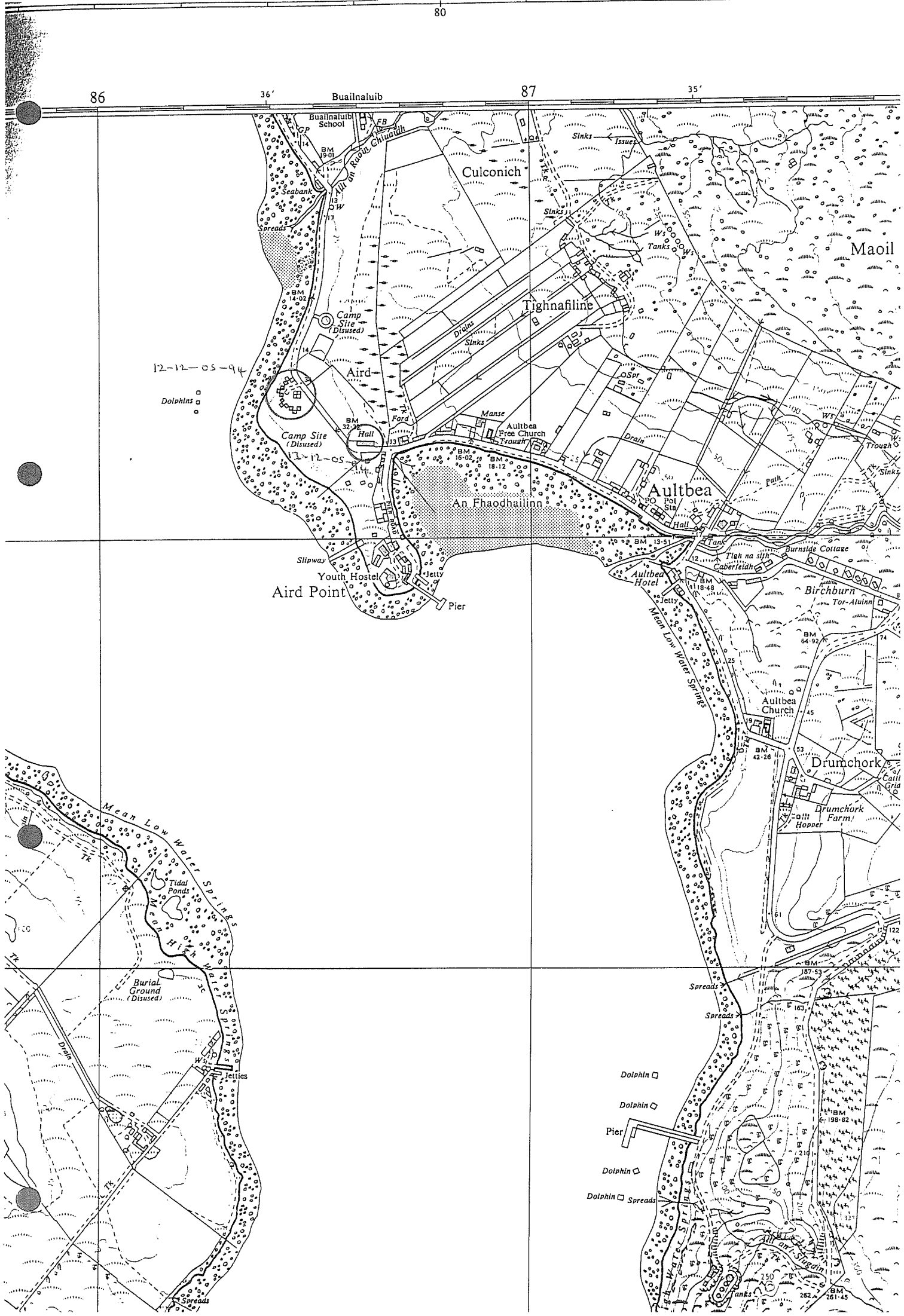


# Scotland

Square	NG	Eastings	8661	Northings	8922
1:10,000 Map	NG-88-NE	OS Sheet 1:50,000	019		
Survey Number	13	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Aultbea				
Site Type	Cinema WWII				
Location Details	The cinema is on the North side of the road on the West side of the road junction North of Aird Point				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Large round roofed building				
Construction	Brick, tin and concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P25				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The building is still in use				

# Scotland

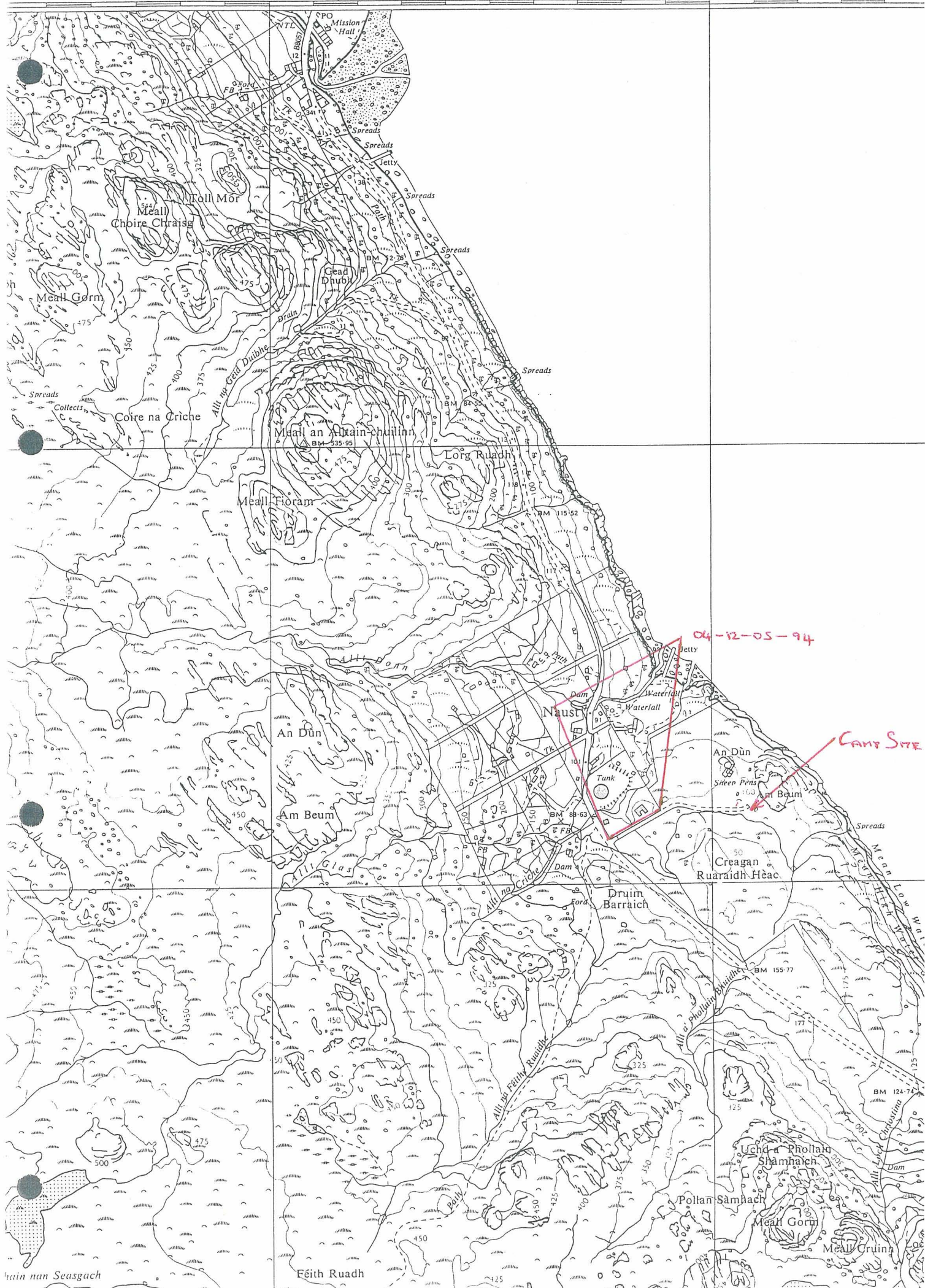
Square	NG	Eastings	8645	Northings	8934
1:10,000 Map	NG-88-NE	OS Sheet 1:50,000	019		
Survey Number	12	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Aultbea (Aird)				
Site Type	Heavy AA WWII				
Location Details	The site is on the point North West of Aird Point, part of the site is now a car park				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Only one gun emplacement remains				
Construction	Concrete				
SMR					
NMR	NG88NE25				
Overall condition	Partly demolished				
Risk Factor	Little or none				
Photographs	Yes P25				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	All of the battery has been demolished except for one gun emplacement. The Code for this Battery was E2. The armament was 4 x 3.7 inch guns				



# Scotland

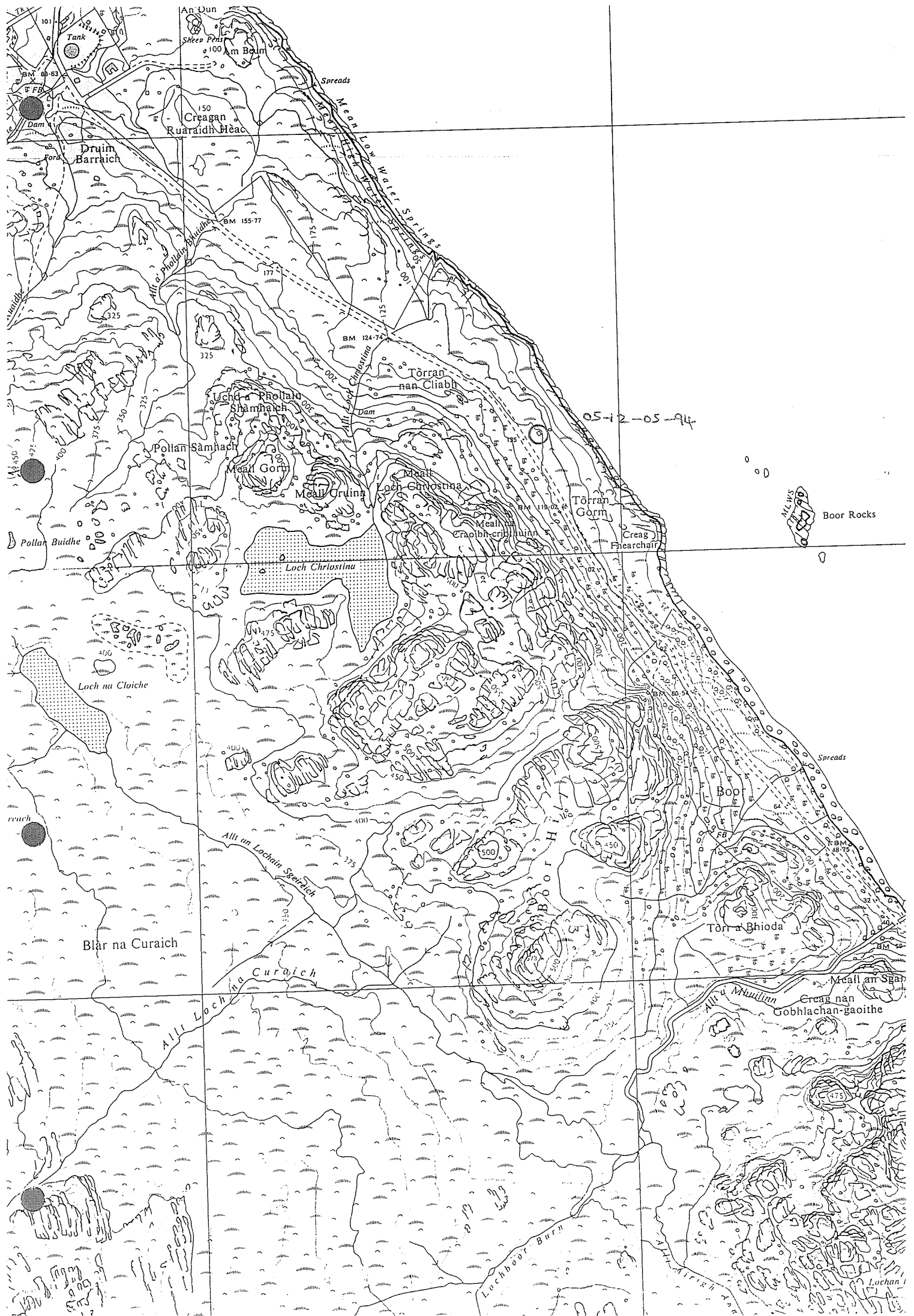
Square	NG	Eastings	8275	Northings	8321
1:10,000 Map	NG-88-SW	OS Sheet 1:50,000	019		
Survey Number	04	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Naust				
Site Type	Pump House and Dam for water supply WWII				
Location Details	At Naust. Dam on West side of road, Pump House on the East side of the road				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Concrete dam and pipework on West side of road and pump house and pipes on the East side				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P25 P26				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Loch Ewe was a Convoy Assembly Point and Naval Anchorage, there would be a lot of ships requiring Fresh Water. The White House, now a house, was the Admiralty Pump House				





# Scotland

Square	NG	Eastings	8381	Northings	8228
1:10,000 Map	NG-88-SW	OS Sheet 1:50,000	019		
Survey Number	05	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Boor				
Site Type	Large concrete block for 20mm LAA Gun				
Location Details	East side of road at Boor				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Large concrete block with hut base near				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P26				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	During WW2 a 20mm Oerlikon LAA gun was mounted on this block				



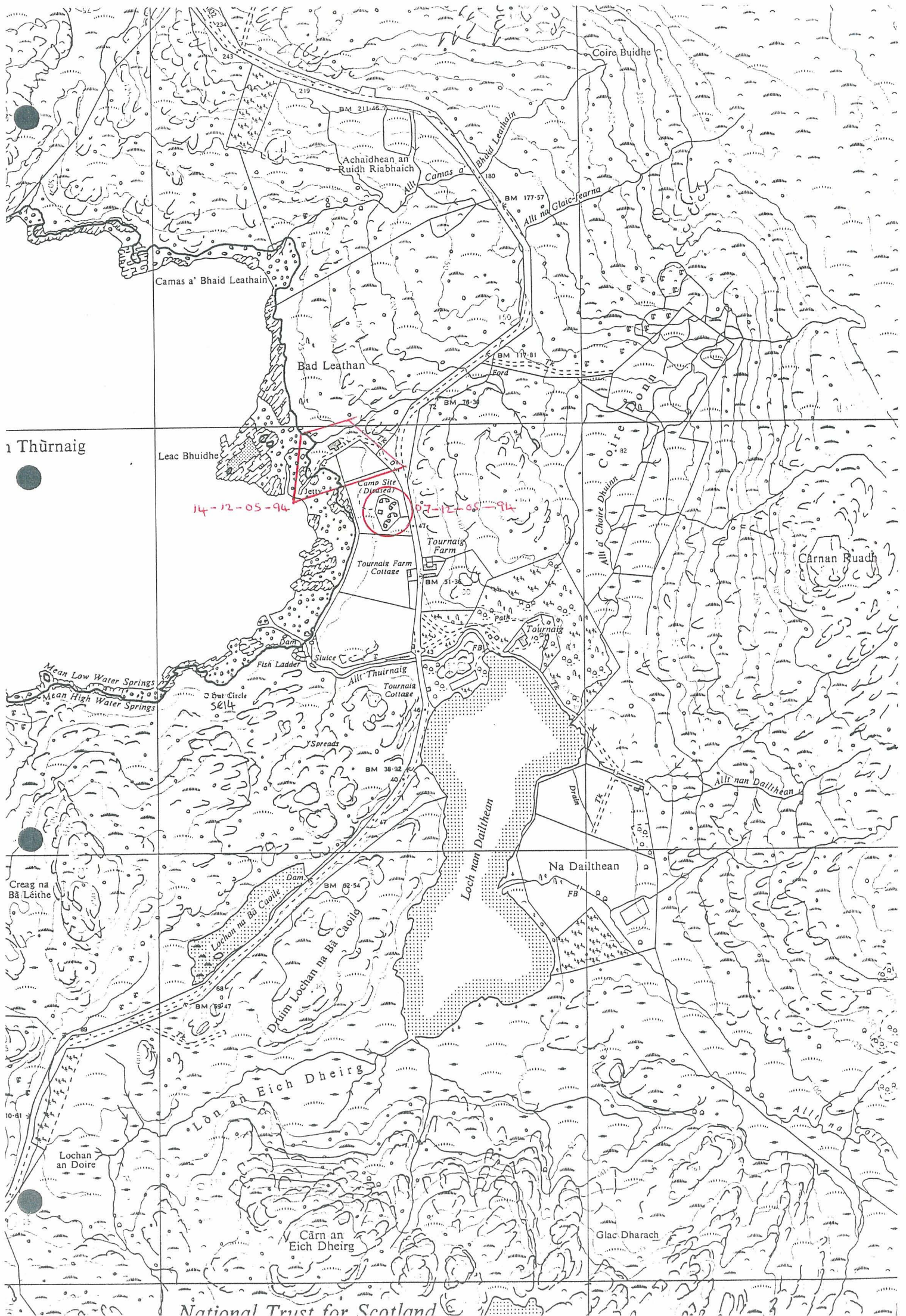


# Scotland

Square	NG	Eastings	8741	Northings	8396
1:10,000 Map	NG-88-SE	OS Sheet	1:50,000	019	
Survey Number	14	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Tournai Farm				
Site Type	Balloon Station WWII				
Location Details	North West of Tournai Farm beyond the HAA site, between road and shore				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Water tower and hut bases and small concrete pier extant. A modern farm building has been built on one of the concrete bases				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P26				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The water tower and the lower part of the main building are extant. The main building has a new upper part and roof and is now used as a barn				

# Scotland

Square	NG	Eastings	8751	Northings	8379
1:10,000 Map	NG-88-SE	OS Sheet	1:50,000	019	
Survey Number	07	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Tournai Farm				
Site Type	Heavy AA WWII				
Location Details	North West of Tournai Farm in the field between the road and shore				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Four gun emplacements and command post extant				
Construction	Brick and concrete				
SMR					
NMR	NG88SE26				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P26 P27				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Code for this Battery was E3. Armament was 4 x 3.7 inch guns. The gun emplacements have been modified to take another weapon				



# Scotland

Square	NG	Eastings	8381	Northings	9215
1:10,000 Map	NG-89-SW	OS Sheet 1:50,000	019		
Survey Number	11	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Leacon Donna				
Site Type	Port War Signal Station WWII				
Location Details	The Port War Signal Station was at the end of the track at Ploc Leaon Donna				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Only the concrete base remains				
Construction	Demolished				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P27				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The PWSS was blown up when an unexploded shell was placed in it. The gun emplacement was for a 2 Pounder Pom-Pom				

# Scotland

Square	NG	Eastings	8453	Northings	9113
1:10,000 Map	NG-89-SW	OS Sheet 1:50,000	019		
Survey Number	09	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Mellon Charles				
Site Type	Navy Camp				
Location Details	The Camp site is at Mellon Charles where there is a pier and slip way				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Many buildings, pier and slip way extant and still in use by the Royal Navy				
Construction	All sorts				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This site is still in use				

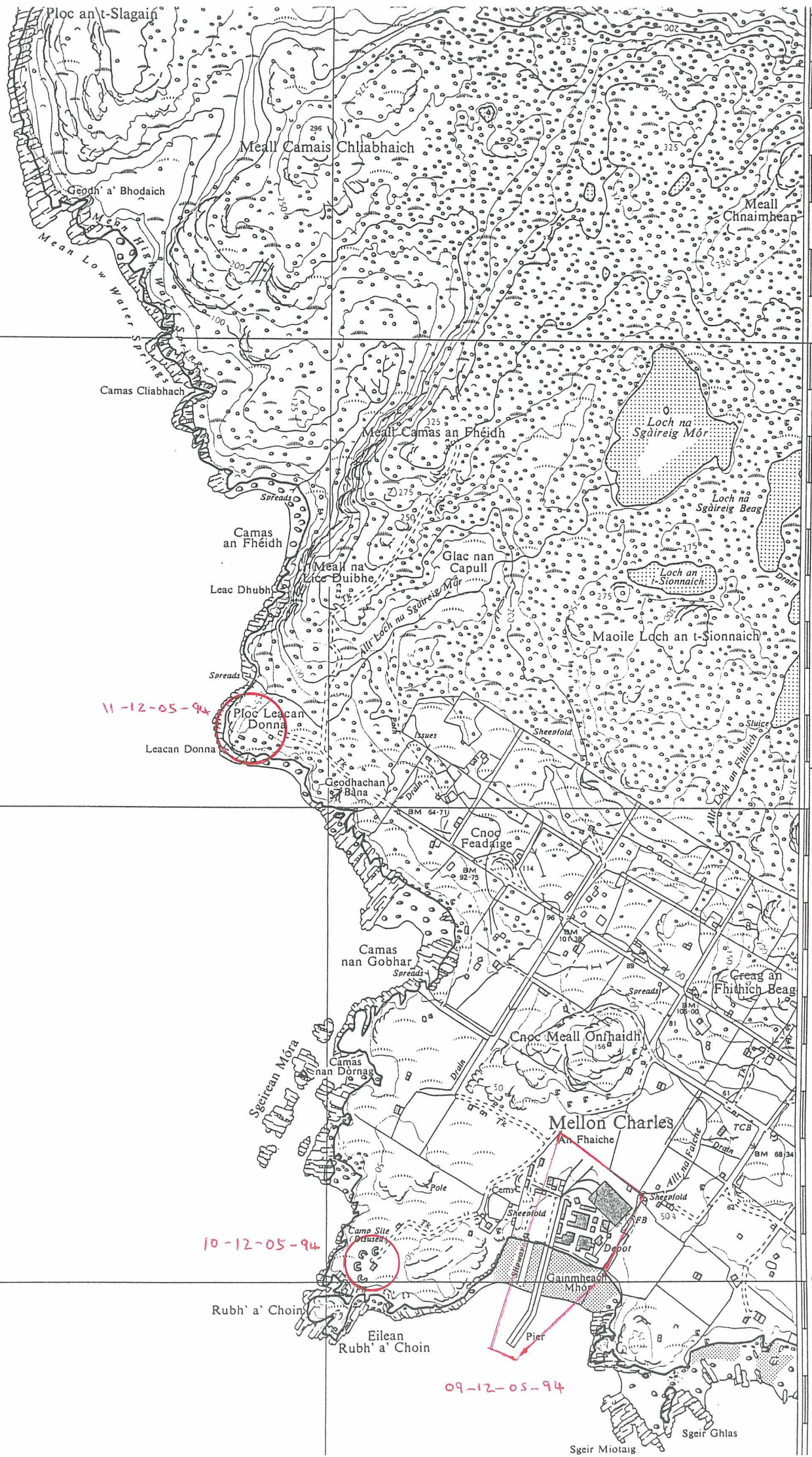
# Scotland

Square	NG	Eastings	8409	Northings	9103
1:10,000 Map	NG-89-SW	OS Sheet 1:50,000	019		
Survey Number	10	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Rubh a'Choin				
Site Type	Heavy AA WWII				
Location Details	The Battery site is to the West of the Navy Camp site on the point at Rubh a' Choin				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	The four gun emplacements and command post are extant				
Construction	Brick and concrete				
SMR					
NMR	NG89SW8				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P27				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The gun emplacements have been modified to take another weapon. The Code for the Battery was E1. The armament was 4 x 3.7 inch guns				



GAIRLOCH CP

GAIRLOCH DISTRICT



93

Loch an Fhithich

52'

92

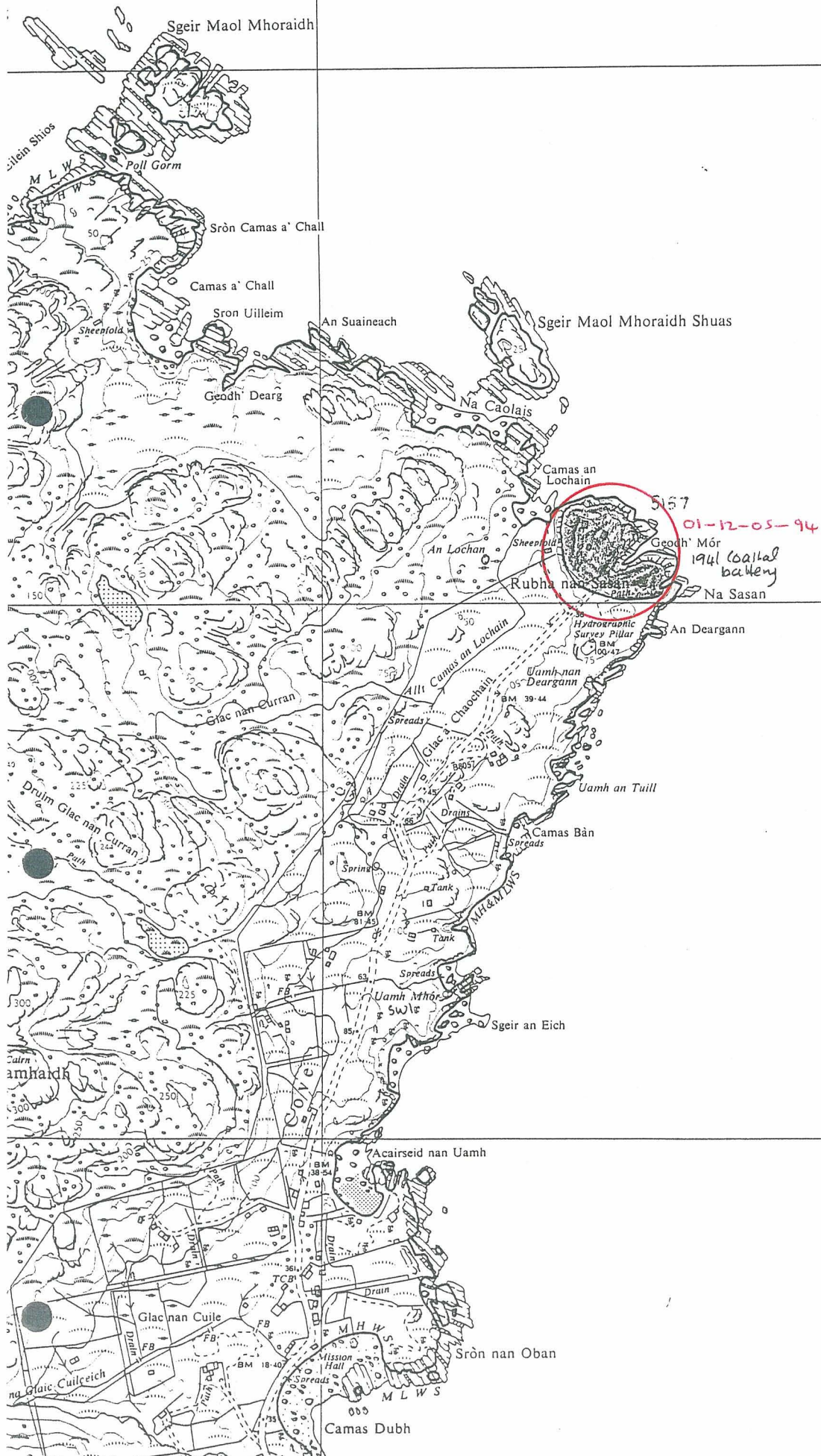
Creag an Fhithich Mòr

91

# Scotland

Square	NG	Eastings	8152	Northings	9212
1:10,000 Map	NG-89-SW	OS Sheet	1:50,000	019	
Survey Number	01	Survey Date	12-05-94		
Survey By	J A Guy				
Site Name	Cove				
Site Type	Coast Battery WWII				
Location Details	The Battery site is situated at Rubha nan Sasan				
Part of	Defences of Loch Ewe				
Region	Highland				
District	Ross and Cromarty				
Parish	Gairloch				
County	Ross and Cromarty				
Description of site	Battery observation post, Two gun emplacements, Two searchlight emplacements, Engine rooms, Magazines, Hut bases of the camp site				
Construction	Brick and concrete				
SMR					
NMR	NG89SW4				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P28 P29 P30 P31				
Bibliography					
Preservation Status	Historic Scotland Ref: 5157				
Database Code					
Further survey					
Further research					
Notes	This Battery was armed with 2 x 6 inch Mk.VII guns on Naval mountings from HMS Iron Duke. Installed July 1941. Put into Care and Maintenance April 1945. Barrels rolled into the sea, not there now				





# Scotland

Square	NH	Eastings	4102	Northings	5808
1:10,000 Map	NH-45-NW	OS Sheet 1:50,000	026		
Survey Number	04	Survey Date	11-06-98		
Survey By	J A Guy				
Site Name	Tarvie				
Site Type	Pillbox WWII				
Location Details	South side of the A835(T) adjacent to South end of Loch Garvie				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Contin				
County	Ross and Cromarty				
Description of site	Rectangular pillbox with one main loophole facing West covering the road and railway				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P31				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This pillbox is one of a group of three, all extant above the road and railway				

HIGHLAND REGION

ROSS AND CROMARTY DISTRICT

Sheet 11

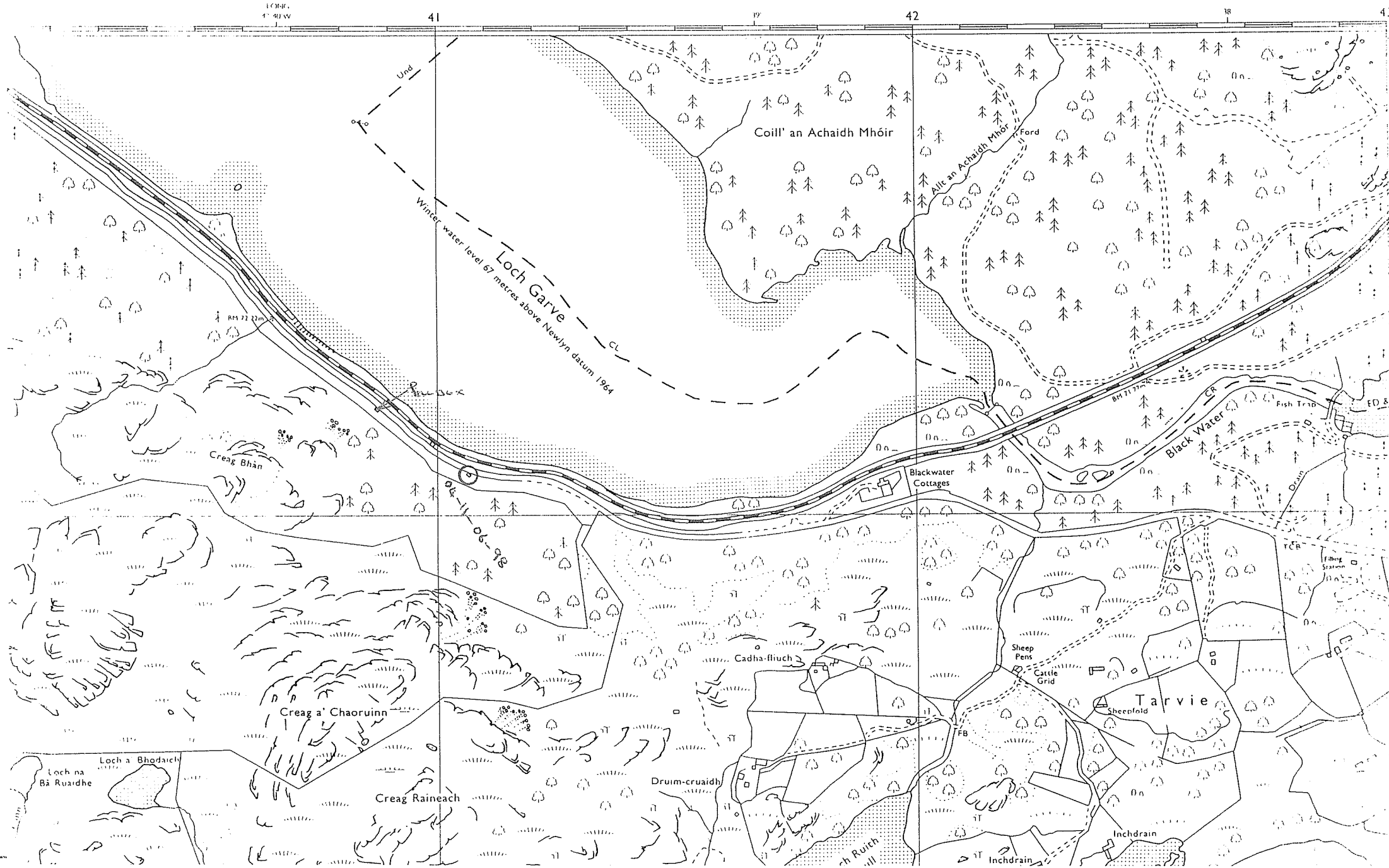
LONG.  
4° 40' W

41

42

43

44

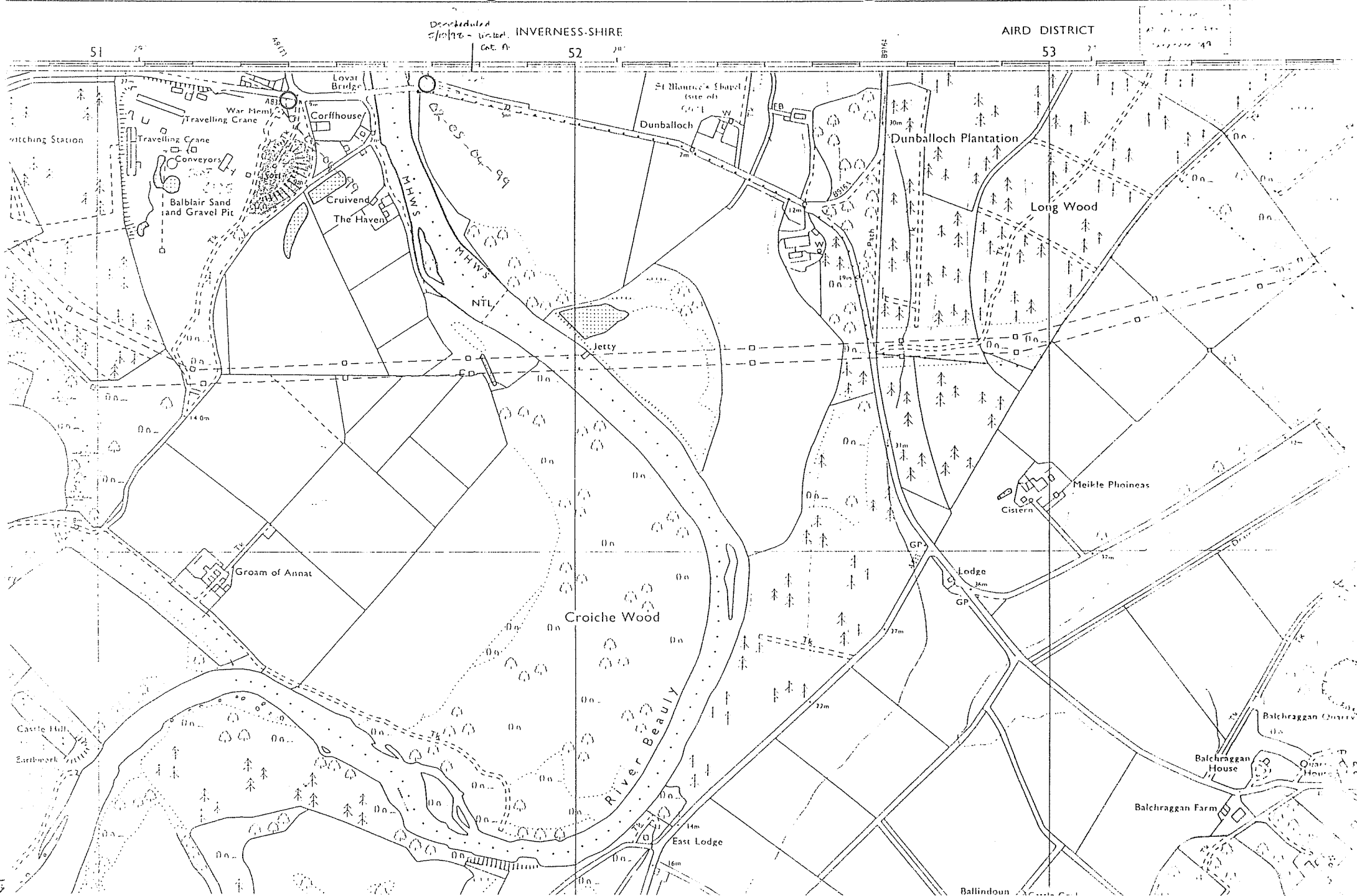


# Scotland

Square	NH	Eastings	5140	Northings	4495
1:10,000 Map	NH-54-SW	OS Sheet 1:50,000	026		
Survey Number	02	Survey Date	05-04-99		
Survey By	J A Guy				
Site Name	Lovat Bridge				
Site Type	Pillbox WWII				
Location Details	North east side of Lovat Bridge A831 east of Balblair				
Part of					
Region	Highland				
District	Inverness				
Parish	Kilmorack				
County	Inverness-shire				
Description of site	Rectangular pillbox				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P31				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	5169	Northings	4497
1:10,000 Map	NH-54-SW	OS Sheet 1:50,000	026		
Survey Number	01	Survey Date	05-04-99		
Survey By	J A Guy				
Site Name	Lovat Bridge				
Site Type	Pillbox WWII				
Location Details	West side of Lovat Bridge where A862 joins A831, south side of road below memorial				
Part of					
Region	Highland				
District	Inverness				
Parish	Kirkhill				
County	Inverness-shire				
Description of site	Concrete pipe circular pillbox				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P32				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	NH	Eastings	5925	Northings	9202
1:10,000 Map	NH-59-SE	OS Sheet 1:50,000	021		
Survey Number	01	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Invercharron				
Site Type	Pillbox WWII				
Location Details	By a road junction opposite road bridge over railway, road leading to Invercharron Mains				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Pillbox set into the bank opposite a bridge over the railway. Pillbox covering a road block near by. Pillbox rectangular in shape				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P32				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Road Block 02-27-04-95. The pillbox has a Turnbull Mounting in its loophole				

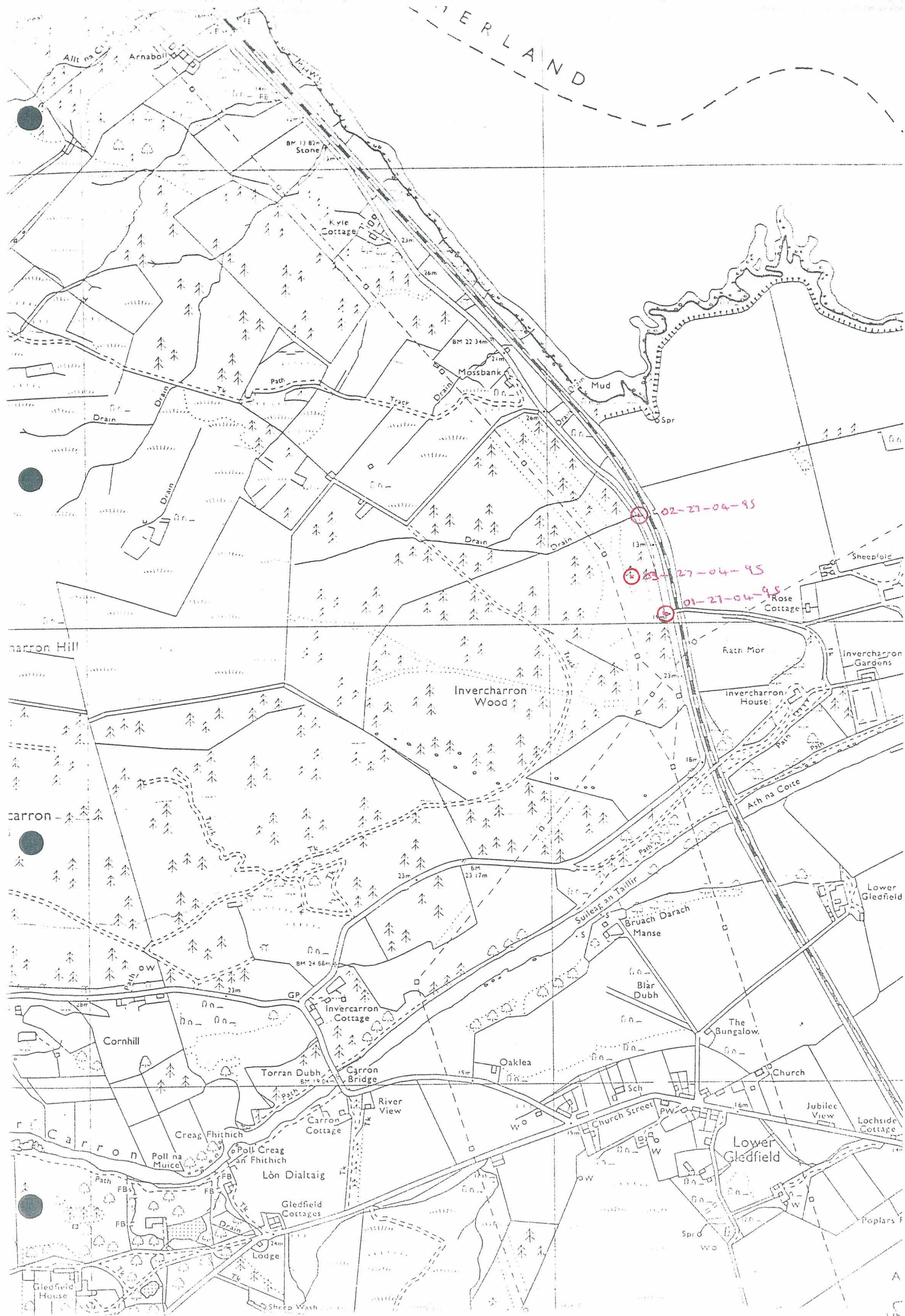
# Scotland

Square	NH	Eastings	5918	Northings	9210
1:10,000 Map	NH-59-SE	OS Sheet	1:50,000	021	
Survey Number	03	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Invercharron				
Site Type	Pillbox WWII				
Location Details	The pillbox is in the woods north west of 01-27-04-95				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Rectangular pillbox covering Road Block 02-27-04-95				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P32 P33				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	NH	Eastings	5919	Northings	9224
1:10,000 Map	NH-59-SE	OS Sheet	1:50,000	021	
Survey Number	02	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Invercharron				
Site Type	Road Block WWII				
Location Details	Remains on either side of the road to the north of 01-27-04-95				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Concrete block either side of the road, two steel rings in each block. Sections of tramline set in the ground between the road and railway				
Construction	Concrete, Sections of tramline				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P33				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Covered by pillbox 01-27-04-95				



# Scotland

Square	NH	Eastings	5800	Northings	9373
1:10,000 Map	NH-59-SE	OS Sheet 1:50,000	021		
Survey Number	06	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Balinoe				
Site Type	Road Blocks WWII				
Location Details	Railway bridge at Balinoe				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Two road blocks and anti-tank cylinders. One side of one of the road blocks has been dragged from its original position. Road block on either side of the bridge, Anti-tank cylinders between bridge and road block on the west side of the bridge				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P33 P34				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Since visited in 1995 the whole site has been cleared of all concrete defences and landscaped				

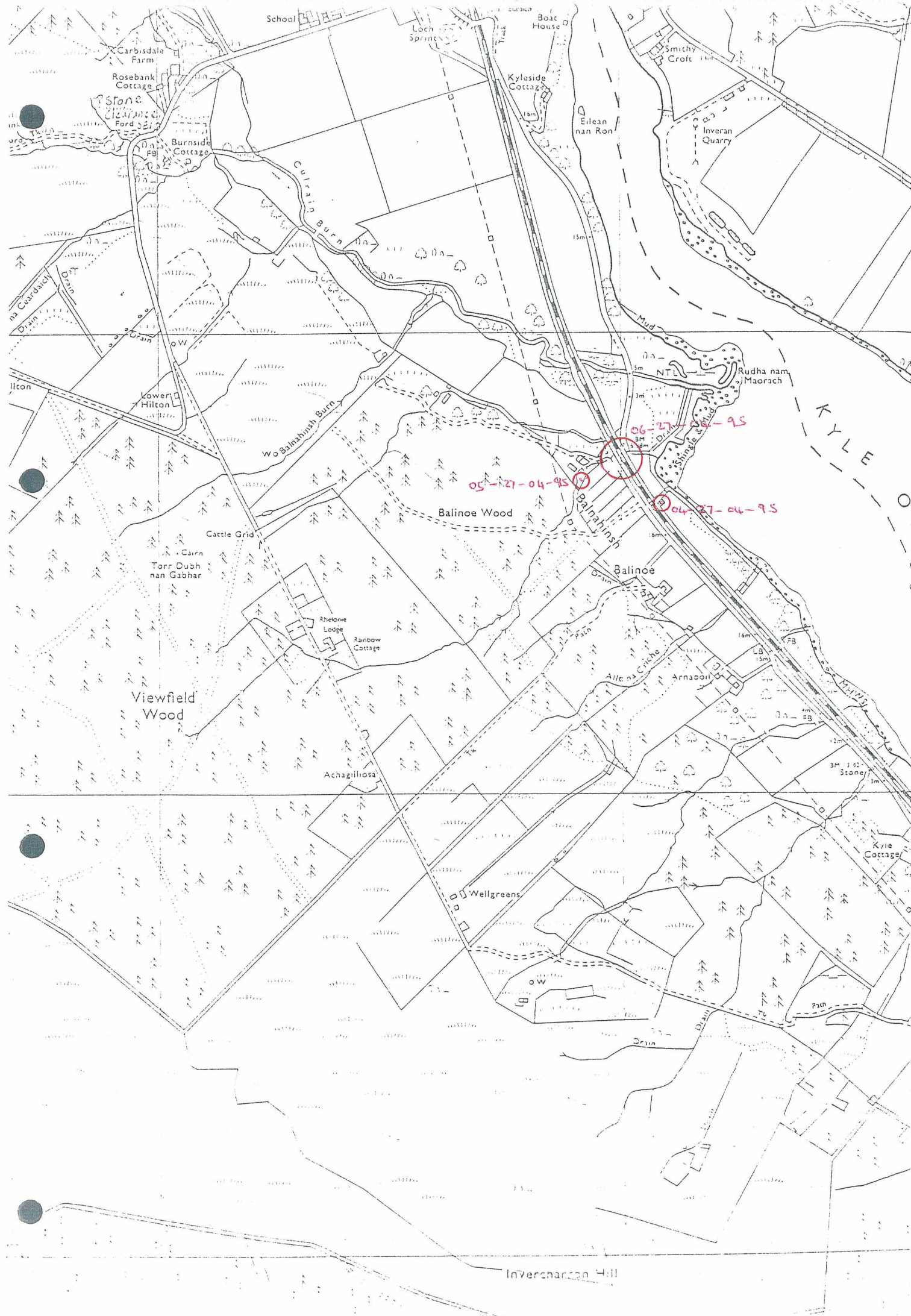
# Scotland

Square	NH	Eastings	5808	Northings	9363
1:10,000 Map	NH-59-SE	OS Sheet	1:50,000	021	
Survey Number	04	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Balinoc				
Site Type	AT Pillbox WWII				
Location Details	South east of railway bridge at Balino				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Large Anti-tank pillbox covering road block on the east side of railway bridge. Gun embrasure bricked up to reduce it to a machine gun embrasure. Now used as an animal shelter				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P35				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The loophole has a Turnbull mounting				

# Scotland

Square	NH	Eastings	5791	Northings	9368
1:10,000 Map	NH-59-SE	OS Sheet 1:50,000	021		
Survey Number	05	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Balinoc				
Site Type	Pillbox WWII				
Location Details	Pillbox in the field to the west of railway bridge				
Part of					
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Rectangular pillbox for a machine gun covering the road blocks by railway bridge				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P35				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Since visiting the site in 1995 the pillbox has been demolished				



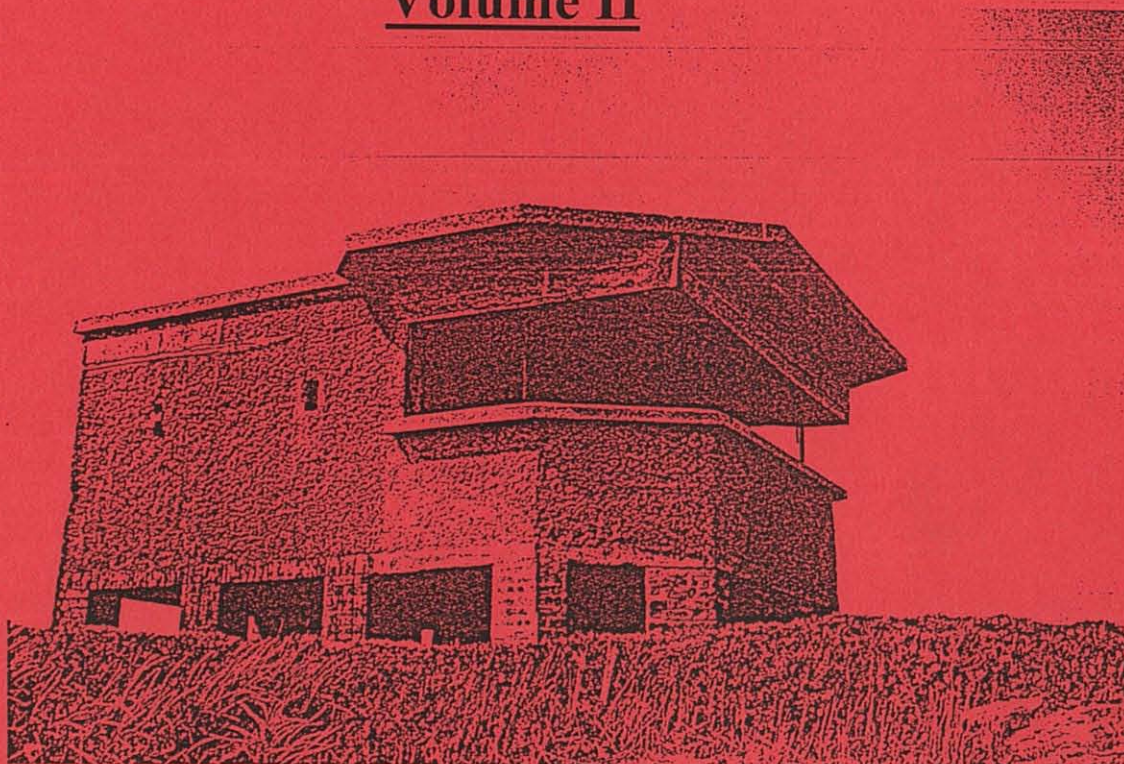




# Highland

## A Survey of the 20<sup>th</sup> Century Defences

### Volume II



John A Guy

## Highland Region

### A Survey of the 20<sup>th</sup>.Century Defences

## Volume II

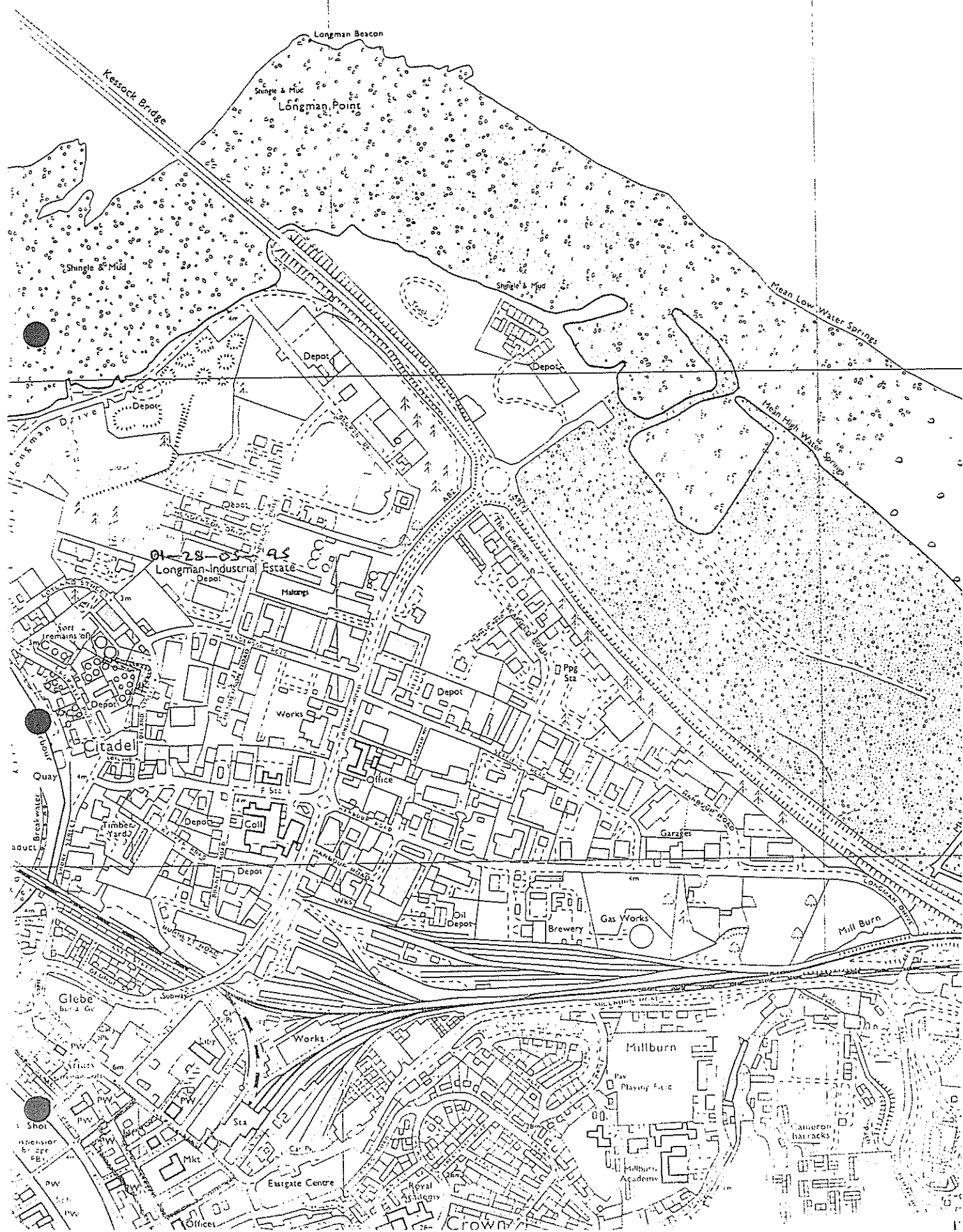
This volume should be looked at  
in conjunction with the separate photograph  
volume

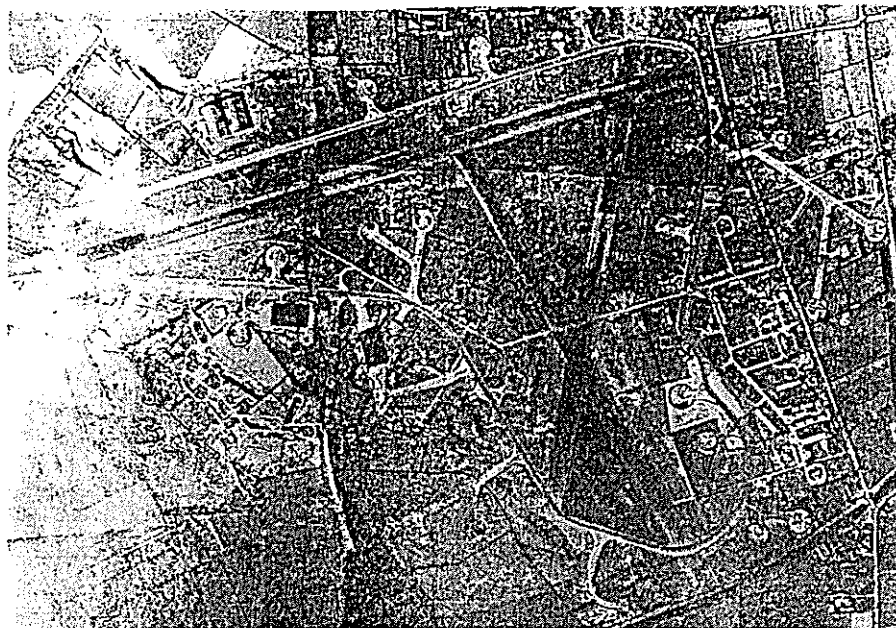
John A Guy



# Scotland

Square	NH	Eastings	670	Northings	465
1:10,000 Map	NH-64-NE	OS Sheet 1:50,000	026		
Survey Number	01	Survey Date	28-05-95		
Survey By	J A Guy				
Site Name	Longman				
Site Type	Airfield WWII				
Location Details	What is now Longman Industrial Estate				
Part of					
Region	Highland				
District	Inverness				
Parish	Inverness and Bona				
County	Inverness-shire				
Description of site	A few airfield buildings can be found amongst the Industrial units that now cover the site				
Construction	All sorts				
SMR					
NMR					
Overall condition	Built over				
Risk Factor	Gone				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Airfield Focus 19. Inverness				





*Long Kesh on March 26 1944; 807 Squadron dispersal upper left, 809 and 879 Squadron dispersal in centre (P.H.T. Green collection via Major R.C.L. Fitzwilliams).*

grounded until a modified oil pipe joint was fitted. In all there were 56 serious accidents to the type whilst operating from here.

In October 1943, the OTU received 12 Hudsons and five Oxfords from Thornaby for a new Hudson training commitment. Limited Ventura training was also begun, the five crews from the first course being posted to 519 Squadron. By the time the OTU moved to Turnberry in February 1944, the unpopular Beauforts were no longer in use, having been entirely replaced by Hudsons and a few Venturas and Oxfords.

Things were quiet until March 20 1944, when 20 Seafires of 809 Squadron landed. They were joined a few days later by 807 and 879 Squadrons with 36 more aeroplanes, mostly Sea Hurricanes. These fighters were intended for use in battle exercises around Lough Beg and some took part in training with American aircraft over Lough Neagh.

On March 25, 190 Squadron moved in from Newtownards with Oxfords and Martinets. The squadron was transferred to Turnhouse on August 28, leaving only a detachment at Long Kesh. This stayed until December 1 1945 when it, too, rejoined the main party in Scotland.

The King and Queen and Princess Elizabeth made their first visit to

Northern Ireland by air, landing at Long Kesh in a Dakota, on July 17 1945. Another VIP—General Eisenhower—passed through on August 24. The airfield closed in 1946.

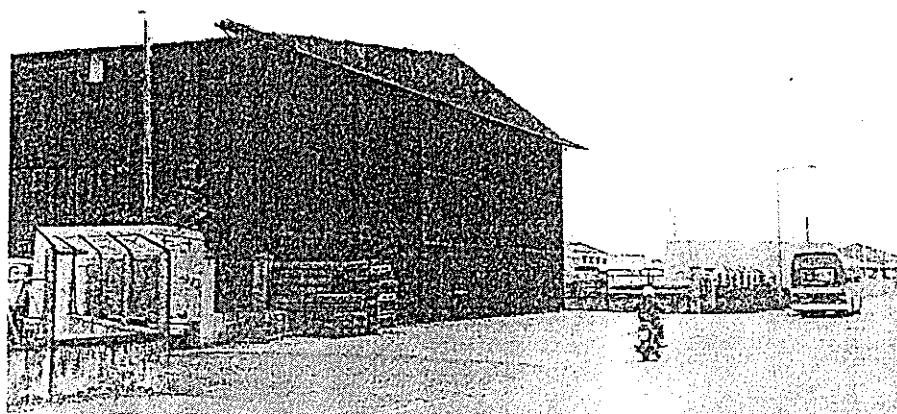
It should not be forgotten that Short Bros assembled and flight-tested Stirlings here as an out-station of Sydenham. The first one flew on August 26 1942, followed by a second on October 10 and others at regular intervals thereafter. The Ulster and Short Gliding Club was here until at least 1968 when the building of the prison drove it elsewhere.

Close inspection of the former airfield today is impossible for obvious reasons but published photographs show at least one 'T2' hangar (there were two during the war, plus two Bellmans and five Blisters) and in addition, the fact that the H-blocks are built amongst the old frying pan hardstandings. Military units, including a helicopter flight, occupy most of the wartime accommodation.

### **Longman (Inverness), Highland**

*26/NH670465, 1 mile N of Inverness city centre*

In 1932, Highland Airways Ltd proposed an airmail and newspaper service between Inverness, Wick and Kirkwall. Captain E.E. Fresson asked Inverness Council if they would consider making Longman Fields (once used for public executions!) into a municipal airport. Carried on the wave of fervour which attended civil aviation in those days, they agreed and it was opened officially by the Duke and Duchess of Sutherland on June 17 1933.



*Bellman hangar at Longman.*

As the site was close to the water's edge, flying-boat operations were also envisaged but were never destined to be of any significance. For example, a Saro Cloud visited in August 1933 with spectators from the Isle of Man to see the Highland Gathering.

Flying had actually started in April 1933 with some joy-riding and on May 8 an Orkney service had begun with a Monospar ST 4 and, later, Dragons. It stopped at Wick and provided one return trip each weekday timed to connect at Inverness with trains to and from the south. On May 29 1934, there was a small ceremony to inaugurate the first regular British internal airmail.

The scheduled services expanded to embrace Renfrew, Perth and Sumburgh, Highland Airways having in the meantime merged with Northern and Scottish Airways to form Scottish Airways. The war, however, resulted in the temporary suspension of all operations by the company.

During the summer of 1940, 'A' Flight of 614 Squadron was detached here, being re-designated 241 Squadron on September 22 1940. Operating Lysanders and a few Blackburn Rocs—the latter for dive-bombing demonstrations—the squadron took part in exercises and flew coastal patrols.

Longman was taken over officially as an RAF station on April 1 1941 but when 241 Squadron left for Bury St Edmunds on April 15 it found itself almost devoid of aircraft. The opening up of RAF Dalcross at the end of June occupied some of the airmen and a visit by HM The King was a highlight in August. The same month Lysanders of 309 Squadron were detached for an exercise, an event which was to be repeated on several occasions for Army co-operation work with the 51st Highland Division on manoeuvres.

The airfield and its facilities were still somewhat under-employed, so in February 1942, the Ferry Pool at Prestwick requested accommodation for one Oxford, one Manchester, two Hurricanes and eight Masters. These aircraft were destined for delivery to Lossiemouth and Kinloss but both aerodromes were temporarily unserviceable. One of the Hurricanes featured in an unusual incident when the guns were accidentally fired by an armourer working on the aircraft. Fortunately nothing was in the way and the bullets whizzed harmlessly over the aerodrome. The following day a visiting Blenheim lost an engine on take-off and ditched in the Moray Firth. Three of the crew were rescued but one was reported missing.

Another unexpected event happened on March 1 1942, when a cargo ship tied up at a quay about 400 yds from the aerodrome and proceeded to fly a barrage balloon. The local pilots were not pleased and the naval authorities promised there would be no repetition!

In April 1942, Dalcross, although having tarmac runways, was unusable due to heavy rain and permission was given for the AGS to operate six aircraft from Longman's well-drained grass until things improved. The small airfield suddenly assumed potential importance when it was realised that, should an enemy invasion of north east Scotland ever materialise, operational squadrons would have to be based here if Dalcross were flooded. Still in April several Vindicator dive-bombers of the US Navy, temporarily based at Hauston, visited Longman. Another unusual movement on May 18 was a Lockheed Electra conveying the then Vice Admiral Louis Mountbatten, Chief of Combined Operations, to Hendon.

In the spring of 1942, Longman housed a detached flight of 289 Squadron with Oxfords and Hurricanes, 70 Wing Calibration Flight with Blenheims and 56 MU, an aircraft salvage unit. The HQ staff

considered the airfield of great strategic importance, Inverness being at the entrance to the Caledonian Canal and controlling the petrol supply for the north of Scotland, as well as being at the hub of the only railway running north, east and south. Its loss would mean the gradual strangulation of the north of Scotland. Scottish Command of the Army was difficult to convince, however, so priorities for defence personnel were given to the RAF stations at Wick and Peterhead, more vulnerable but of less strategic importance.

Elaborate defence exercises were arranged, such as the one at dawn on September 27 1942, when three flying boats alighted in the Firth just off the aerodrome. The 'umpire' stated that 50 Germans had landed from these boats, the RAF countered with the retort that the defences were ample to cope with the situation!

Moving on to July 1943, a twice-weekly RAF ferry service was begun between Longman and the Orkneys, calling at RAF Castletown when necessary. On June 15, 526 Squadron had formed from 70 Wing Calibration Flight. The duty was still radar calibration for local ground and naval units with Blenheims as the main equipment. Some Hornet Moths and Oxfords were used also and the squadron provided communications flights with Dominies for units in northern Scotland.

Just how a Liberator managed to get into the small field, and better still, how it flew out again, defies the imagination but a USAAF aircraft did it on January 19 1944. On a direct flight from Newfoundland it probably got lost on the way to Prestwick. On January 23 Anson LF727 from Dalcross was not so lucky. Trying to land in heavy rain and had visibility it overshot into a Blister hangar at the south end of the airfield. The aircraft was wrecked along with an Oxford of 598 Squadron standing in the hangar. All the crew were injured, the gunnery instructor dying later. Only five minutes before another Anson had overshot and hit an earth bank but the crew had escaped unhurt.

Visitors in March 1944 ranged from two Luftwaffe airmen under escort who had been shot down over the Orkneys to C-47s of the USAAF from Bottesford in Leicestershire. The Luftwaffe returned on May 21 when a Ju 88 flew over Inverness very low without attacking. The next day Spitfires from HQ 13 Group Comm Flight

patrolled the area until midnight in the vain hope that the raider might return.

Longman was proud of its record of uninterrupted operation but on January 19 1945 it became unserviceable for the first time in its history because of snow. This was not to be for long, however, for rollers and vehicles cleared an 800 yd strip along the east to west run and it became the only usable aerodrome in the north apart from Haiston.

April 19 1945 saw a visit by B-17 43-38130 from Polebrook, a veteran of 78 bombing missions. On May 1 1945, 526 Squadron was disbanded and absorbed by 527, whose HQ was at Digby in Lincolnshire. A flight of three Dominies of 527 Squadron was left at Longman for communications by 70 Signals Wing and remained here until the squadron disbanded on April 15 1946. A naval communications squadron, 782, which had been a lodger for some time, left for Donibristle on July 27 1945.

Wartime restrictions on civil flying were revoked on January 1 1946 and the British European Division of BOAC was set up the same day. The BEA internal services were carried on by private operators under charter until February 1947 when BEA took over complete responsibility for them. Most of the Inverness routes were now flown by Jupiter class aircraft which were ex-German Ju 52/3ms. These aircraft were plagued by technical problems and were soon replaced by Dakotas. Longman was now considered too small for the safe operation of these larger aircraft, so all flying was moved to Dalcross which became Inverness Airport in 1947.

Today, Longman has been almost obliterated by a by-pass road and an industrial estate. During the war it had two Bessonneaux, one Bellman, one Blister, one 'T1' and one Super-Robin hangar. Of these only the Bellman survives in the middle of the industrial estate and there appear to be no other original buildings left.

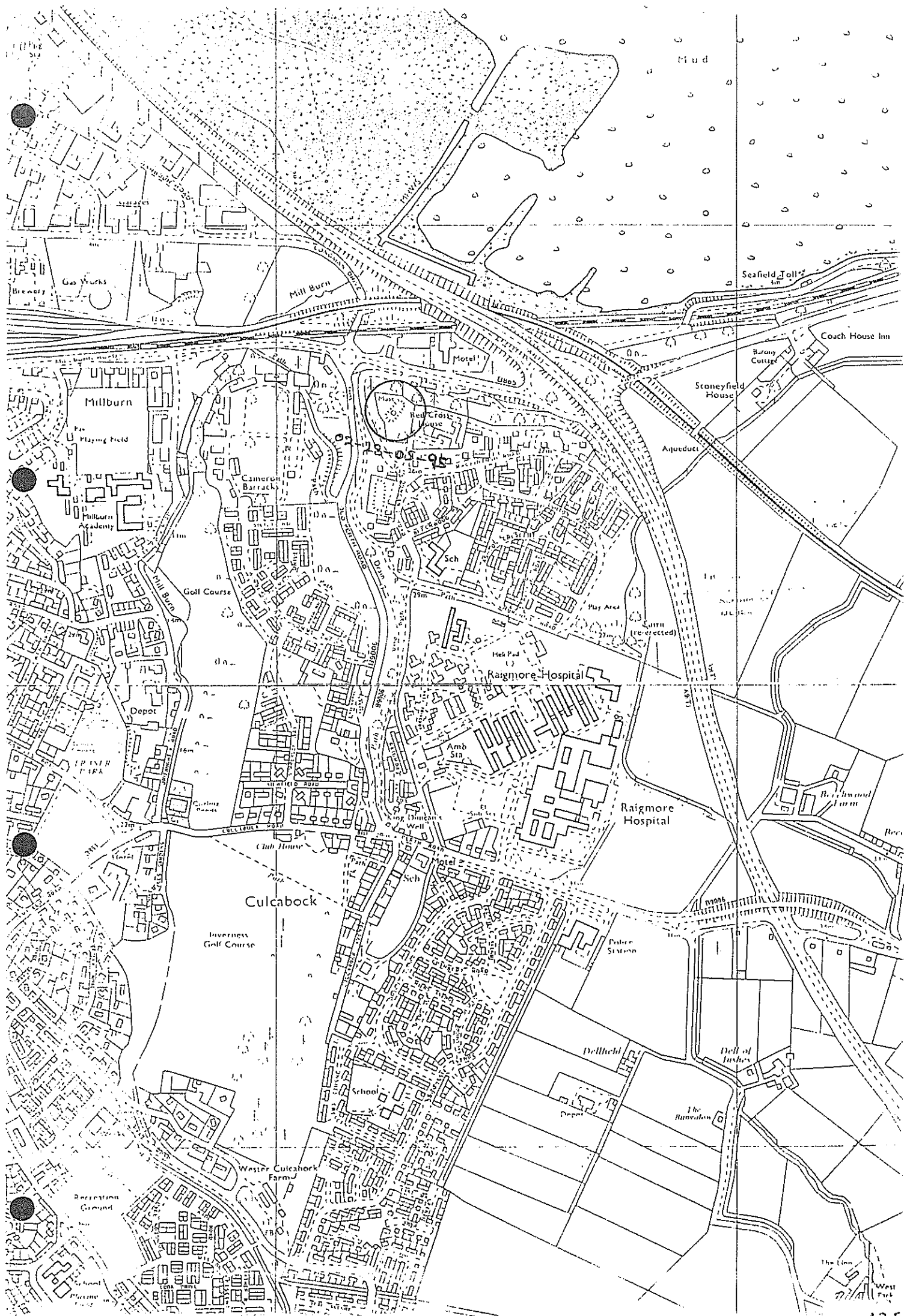
### Longside, Grampian

*30/NK030425. 2 miles S of Longside on unclassified road*

Although there is no trace of it today, there was an airship patrol station here from 1916 to 1918. In 1917 a sub-station was established at Auldbar, four miles north-west of Montrose.

# Scotland

Square	NH	Eastings	6825	Northings	4558
1:10,000 Map	NH-64-NE	OS Sheet 1:50,000	026		
Survey Number	02	Survey Date	28-05-95		
Survey By	J A Guy				
Site Name	Inverness				
Site Type	Fighter Command HQ WWII				
Location Details	Raigmore Hospital				
Part of	Fighter Command				
Region	Highland				
District	Inverness				
Parish	Inverness and Bona				
County	Inverness-shire				
Description of site	Underground Bunker				
Construction	Concrete				
SMR					
NMR	NH64NE618				
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The bunker is now used as an HQ for the Emergency Services				



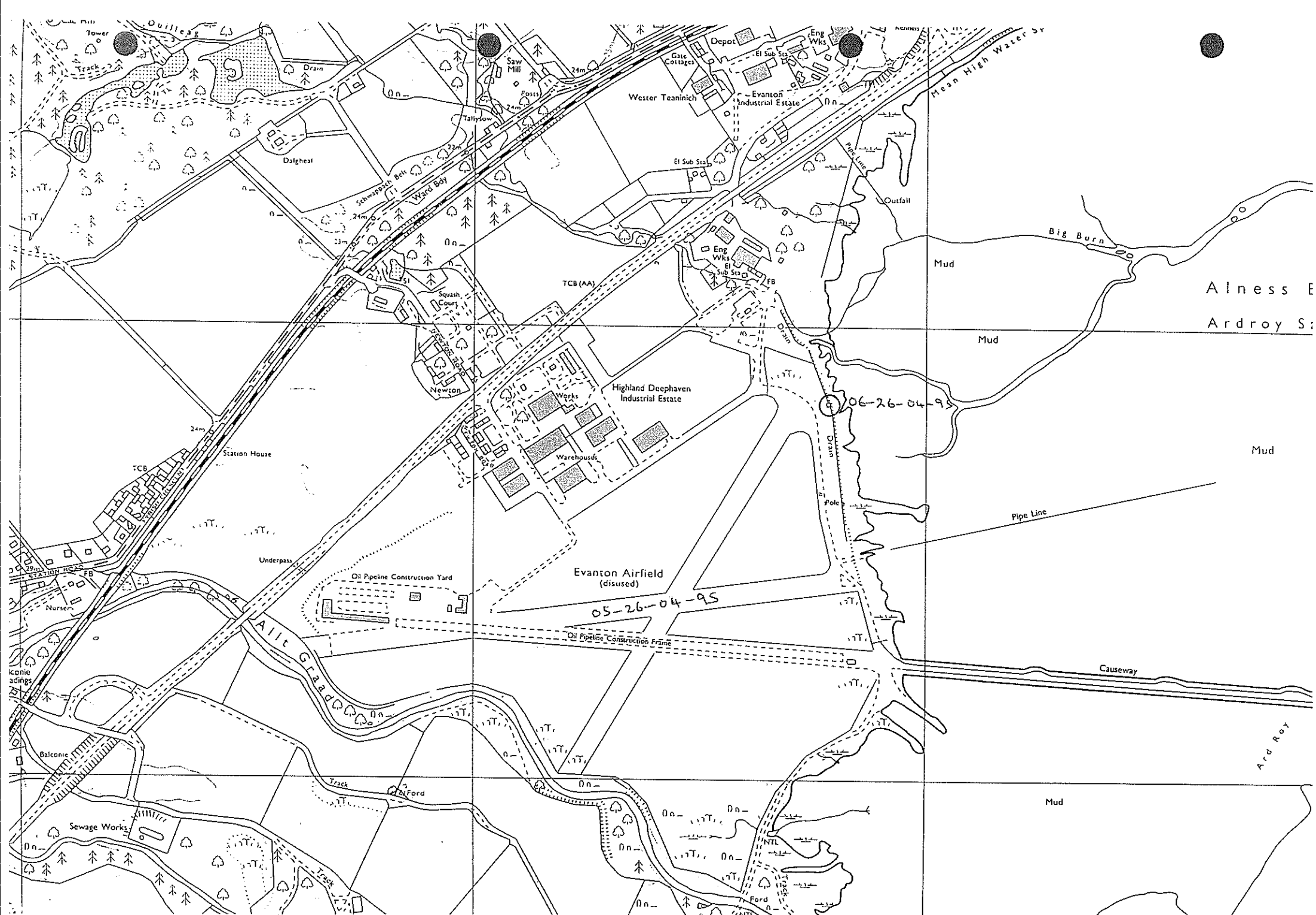
# Scotland

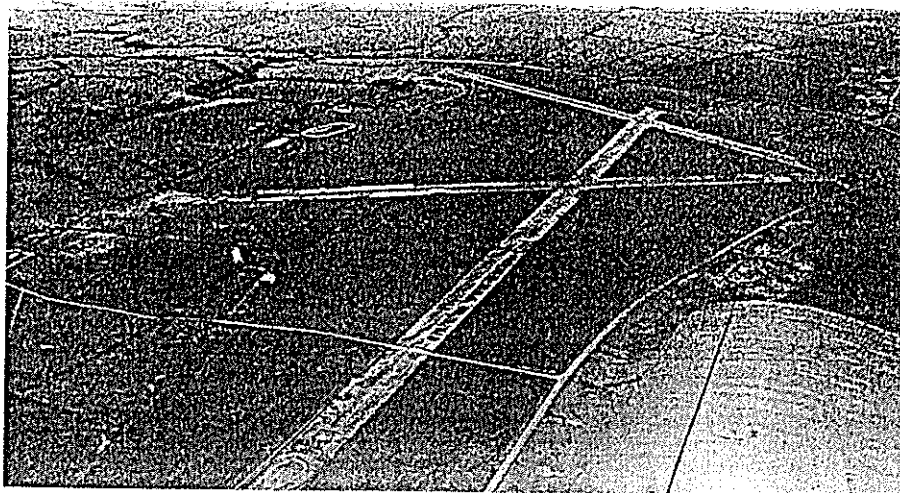
Square	NH	Eastings	625	Northings	665
1:10,000 Map	NH-66-NW	OS Sheet	1:50,000	021	
Survey Number	05	Survey Date	26-04-95		
Survey By	J A Guy				
Site Name	Evanton				
Site Type	Airfield WWI WWII				
Location Details	The airfield is on the South East side of the A9(T) with some hangars and other buildings on the North West side of the road now an Industrial Estate				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Kiltearn				
County	Ross and Cromarty				
Description of site	Runways, Hangars and many other buildings extant				
Construction	All sorts				
SMR					
NMR	NH66NW3400				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P35 P36				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Airfield Focus 16. Evanton. Was known as Novar during WWI. Associated NMRS NH66NW 34.01 34.02 34.03 34.04 34.05 34.06 34.08 34.09 34.10				



# Scotland

Square	NH	Eastings	6278	Northings	6682
1:10,000 Map	NH-66-NW	OS Sheet 1:50,000	021		
Survey Number	06	Survey Date	26-04-95		
Survey By	J A Guy				
Site Name	Evanton				
Site Type	Pillbox WWII				
Location Details	The pillbox is on the East side on the airfield				
Part of	Evanton Airfield				
Region	Highland				
District	Ross and Cromarty				
Parish	Kiltearn				
County	Ross and Cromarty				
Description of site	Type 27 Pillbox				
Construction	Brick and concrete				
SMR					
NMR	NH66NW3407				
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P36				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					





*Eshott 1981.*

meet the demands of the training programme.

After raids on northern Germany on December 31 1944, no less than 26 Liberators were landed successfully at Eshott after being observed orbiting and homed by *Darkie*.

Training was suspended on May 15 1945, the pupils being sent elsewhere and the OTU disbanded on June 6. The final flying units here consisted of detachments of 288, 289 and 291 Squadrons with an assortment of Oxfords and other types.

Most of Eshott's buildings have now been cleared, including the 12779/41 watch office and the three 'T1's. The north-east/south-west runway is remarkably long for a fighter training station; perhaps the airfield was planned for something bigger?

### Evanton, Highland

21/NH625665. 1 mile NE of Evanton on A9

A thriving industrial estate has ensured the preservation of this atmospheric old airfield. Rather like Donibristle, its hangars and technical site are on a higher level than the landing ground and one wonders how aircraft were towed or taxied up the sharp inclines. The mixture of RAF and RN use is obvious from the assortment of hangars, 'F' and 'S' Types, Bellmans and a 'B1'. There is an intriguing pillbox near the shore with a dummy pitched roof on top to make it look like an innocent dispersal hut from a distance.

On August 16 1937, 8 Armament Training Camp opened here under HQ Training Command, taking over the

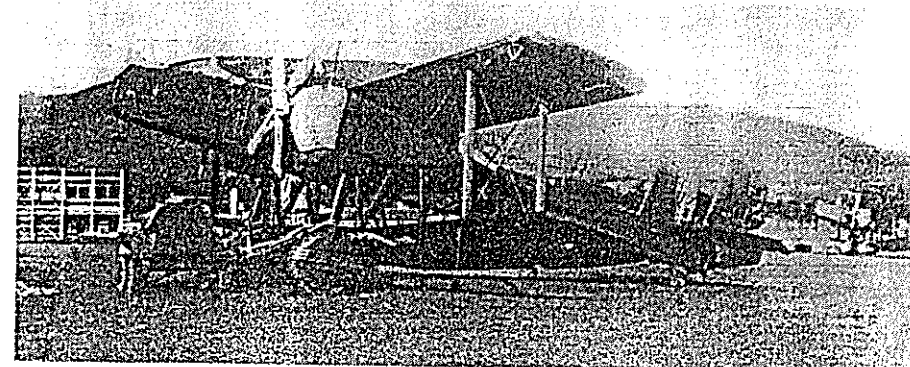
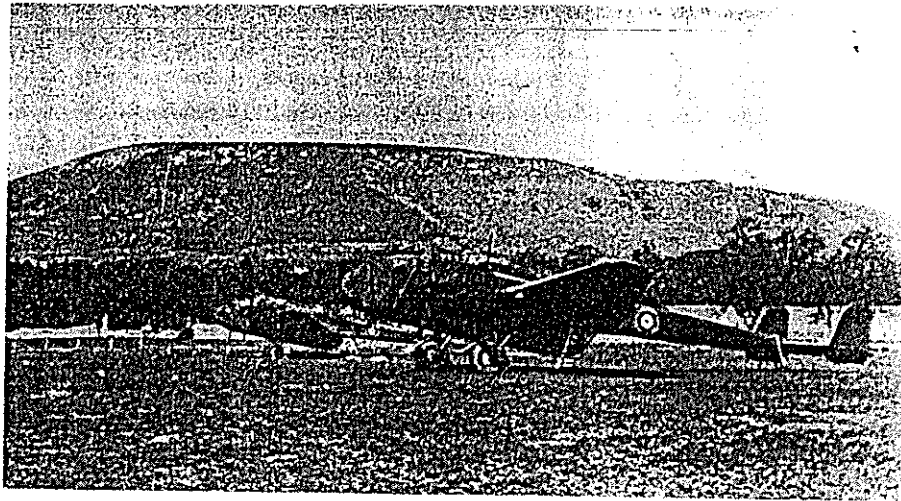
buildings known previously as Novar Camp, which had been administered by Coastal Command. The small airfield had been used by the FAA for disembarked units from carriers at the Fleet Anchorage, Invergordon. This task continued, 800 and 820 Squadrons from HMS *Courageous* and 801 and 822 Squadrons from HMS *Furious* being accommodated during the closing months of 1937.

The takeover was somewhat premature, as the new buildings required by the ATC were not ready until November 1937, the first course of flying instructors for air-firing commencing on November 29. At the same time, 7 and 99 Squadrons flew in from Finningley and Mildenhall respectively for a short stay.

Several more squadrons were attached in 1938 and such FAA units as 800, 820 and 821 came ashore. In February visiting squadrons and the TT Flight searched the north of Scotland for a missing Wellesley of the Long-Range Development Flight, but to no avail. As well as first-line units, training aircraft from 8 FTS Montrose and 6 FTS Little Rissington spent time here on courses.

The day before war was declared, 1 AOS was withdrawn from North Coates in Lincolnshire to Evanton. No 771 FRU Squadron had been here for a month, departing on August 20 and another naval squadron, 774, was to be here from July 3 to September 17 1940. Both flew Skuas, Swordfish and other types. The Advanced Training Squadrons of all the Scottish based SFTSs spent time at Evanton doing armament training. The fighter defence of the Fleet was the job of a detachment of 64 Squadron's Blenheims from Church Fenton between December 4 1939 and January 8 1940.

With the fall of Norway, Scotland found itself threatened with attack from



Top Hampden L4070 of 83 Squadron parked at Evanton April 1939 (D. Garton, P.H.T. Green collection).

Above Heyford K5196 of 99 Squadron with damaged rudders at Evanton circa 1938 (P.H.T. Green collection).

Below Pre-war 'F' Type hangar at Evanton.



this direction. One of the first effects was that cross-country flying, hitherto unrestricted, needed permission from the operations room at RAF Wick before a flight north of Helmsdale. The small stock of bombs at the airfield was now augmented by many more from Wick, which was considered too vulnerable to attack to carry a large supply. The Evanton dump allocated bombs to Wick, Lossiemouth and Kinloss when required.

To help train soldiers who were to be posted to the Middle East, the Lysanders of 'B' Flight 614 Squadron arrived on detachment on June 11 1940. The AOS aircraft dropped 1500 practice bombs on the Tain Ranges during July, one Harrow being fitted with five bomb sights which saved a lot of training time. Wallaces were phased out in July and in September four Henleys were exchanged with RAF Jurby for four Battle target tugs. The venerable Harrows were replaced by Bothas in April/May 1941 and a station pipe band was formed around the same time!

Wimpey & Co commenced the construction of two runways in March 1942, and completed them in the autumn. Both are in reasonable condition today, but very short, and since the landing ground was so narrow, it was impossible to make them intersect at right angles, so crosswinds were still a problem. This led to the loss of Botha *L6242* on April 10 1943, when it got its port wing down in a crosswind, stalled and crashed on its back in the Cromarty Firth. The tide was out and the crew members were lucky to escape with minor injuries.

In April 1943, the Tain air-to-ground ranges ceased to function and a new site at Dornoch was opened. The unpopular Bothas were superseded in mid 1943 by Ansons fitted with a Bristol turret for gunnery training. The last Botha was flown to Abbotsinch for disposal on November 10 1943. A Manchester aircraft was flown in, its engines and mainplanes removed and the fuselage mounted on trestles for instructional purposes, including cockpit drill.

The last course of air gunners, No 138, comprised a polyglot collection of British, French, Norwegian, Czech, Polish and Belgian personnel. They were all awarded their brevets at a full station parade on August 18 1944.

From August 26, RAF Dalcross provided a Care and Maintenance party, the airfield being taken over by the RN on September 1 and commissioned as HMS

*Fieldfare* on October 9. No 4 OTU's TT Flight, which had lodged here for some time, departed from Tain on December 12 1944.

Many aircraft were stored at the RN Air Yard, on which £2 million was spent, particularly in the post-war period, the station being paid off in December 1947. Spasmodic use has been made of it since by civil aircraft. Loganair planned to operate services through here in 1966, but the idea was not developed.

### Fearn, Highland

*21/NH845760. 1 mile NW of Balintore on B9166*

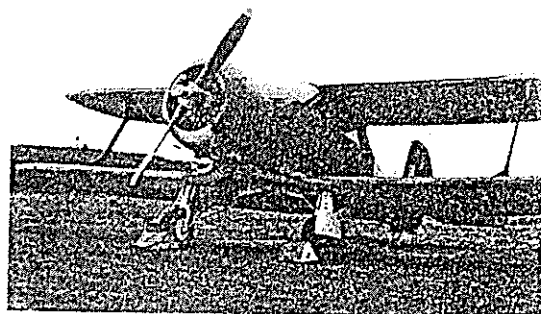
Fearn's mixed RAF/RN ancestry is betrayed by three runways, a three-storey tower and one surviving 'S' shed. (It once had some Bellmans too.) It was built as a satellite to Tain, opening late in 1941, but seems to have been used very little by the RAF. It was transferred to the Royal Navy and commissioned as HMS *Owl* on July 15 1942. Bomber Command wanted lodger facilities here for possible Norwegian operations and earmarked it for 83 Squadron, but the Navy refused permission.

It became a torpedo school with accommodation for two TBR squadrons and a number of units flew the Barracuda from here. The first, 747, formed on March 22 1943 but moved to Inskip in Lancashire the following June, only to return in January 1944 and stay until October.

No 717 Squadron formed in July 1944 and left for Rattray in November. No 714, which had re-formed at Fearn in August 1944, also went to Rattray in October.

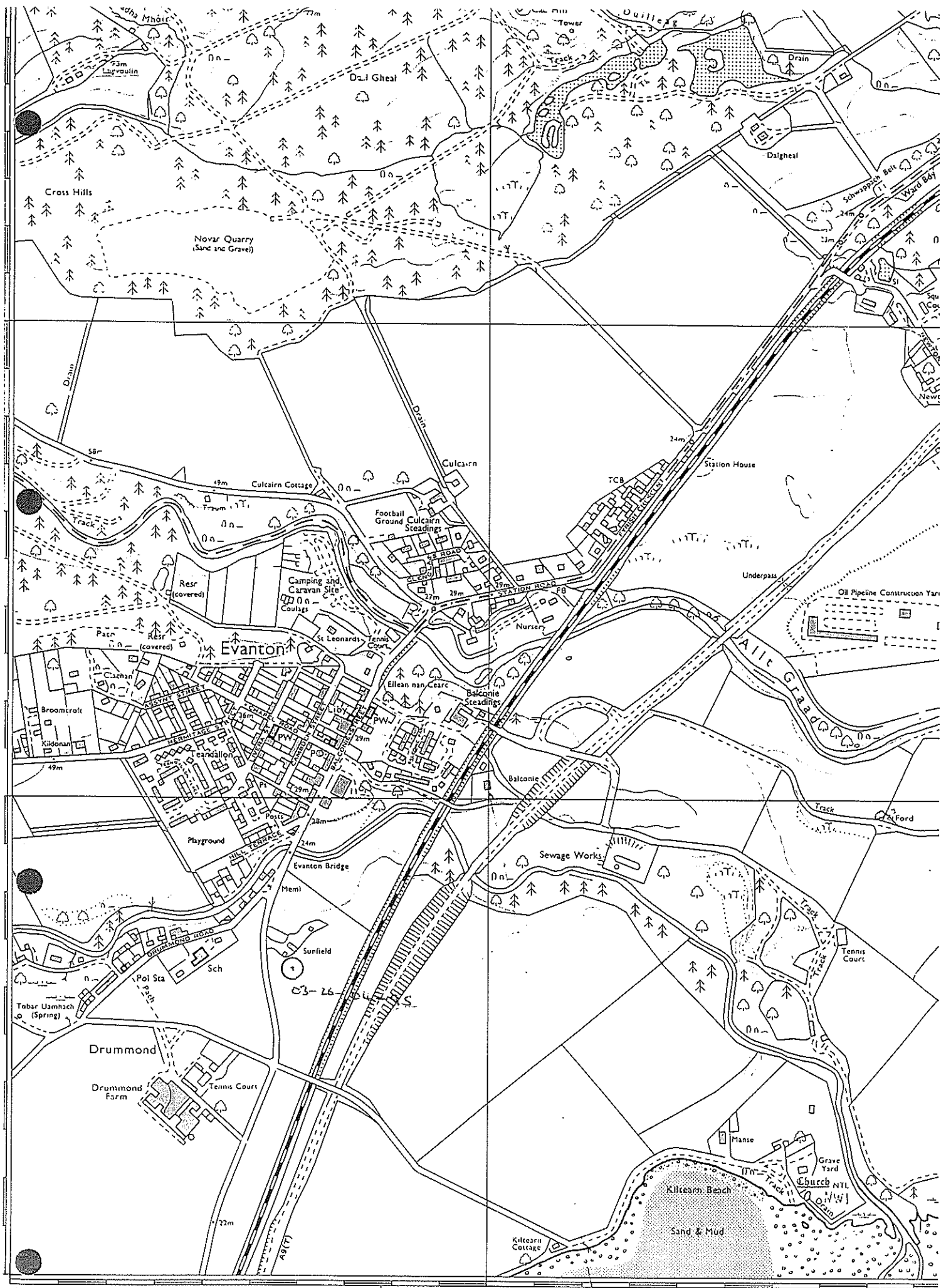
Several first-line Barracuda squadrons

*Beech Traveller at Fearn (Mrs E. Hall).*



# Scotland

Square	NH	Eastings	6058	Northings	6564
1:10,000 Map	NH-66-NW	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	26-04-95		
Survey By	J A Guy				
Site Name	Evanton				
Site Type	Pillbox WWII				
Location Details	West side of railway and A9, South of Evanton				
Part of	Evanton Airfield				
Region	Highland				
District	Ross and Cromarty				
Parish	Kiltearn				
County	Ross and Cromarty				
Description of site	Type 22 Pillbox				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P36				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



250000m

LONG 4° 20' W

61

No 13 WARD

Private site of castle

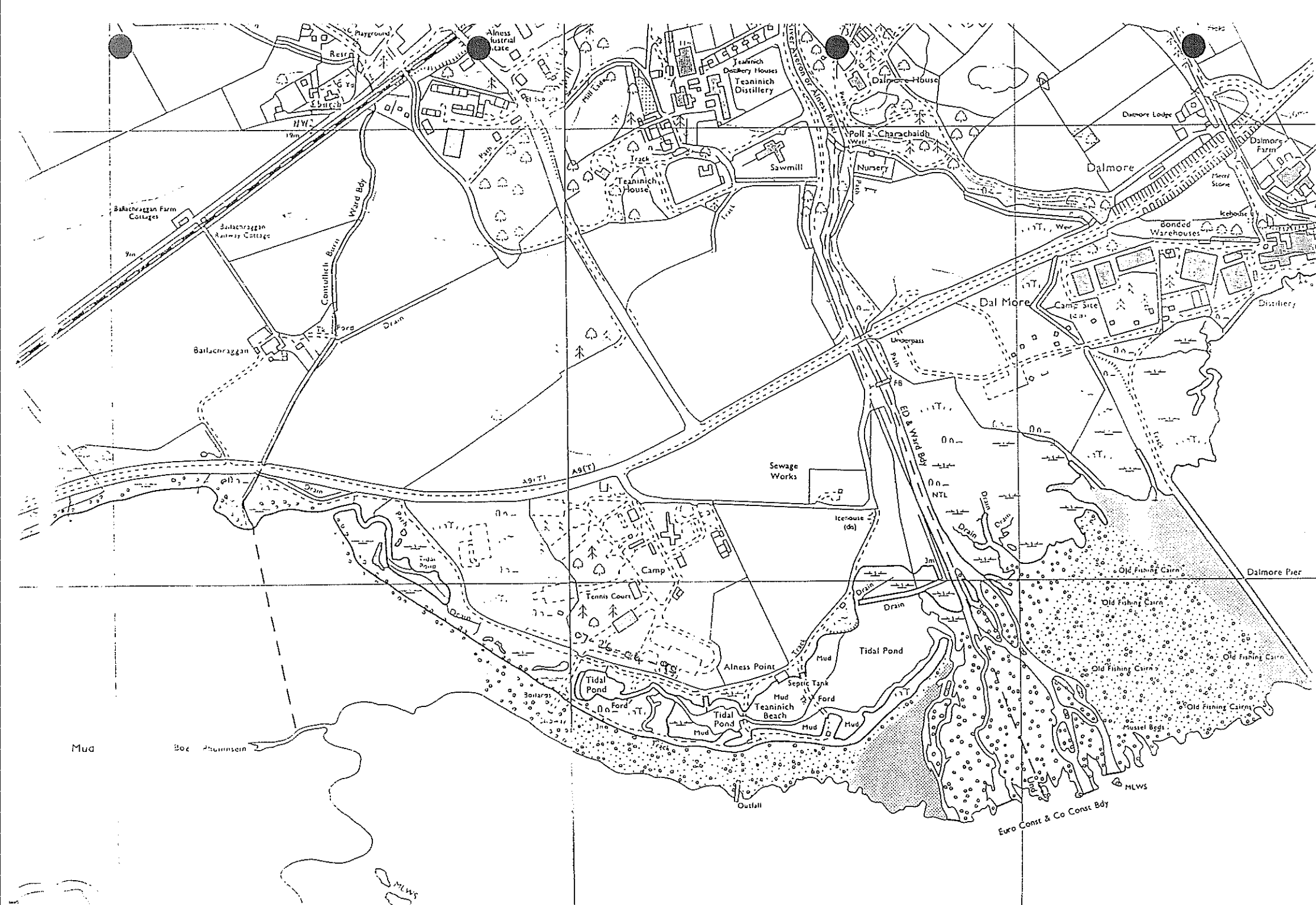
NW8

19°

# Scotland

Square	NH	Eastings	655	Northings	675
1:10,000 Map	NH-66-NE	OS Sheet	1:50,000	021	
Survey Number	07	Survey Date	26-04-95		
Survey By	J A Guy				
Site Name	Alness/Invergordon				
Site Type	Flying Boat Base WWI WWII				
Location Details	Alness Point				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Alness				
County	Ross and Cromarty				
Description of site	Slipway, roads and a few small buildings are all that remain				
Construction	Brick and concrete				
SMR					
NMR	NH66NE52				
Overall condition	Poor				
Risk Factor	Little				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Airfield Focus 31. Invergordon				





fatal casualty on June 12 1943 and other aircraft were to sustain damage in subsequent actions. Many more submarines were attacked but as usual sinking was never confirmed.

The Met Flight's Gladiators were gradually replaced by Hurricanes in 1944 but the last biplanes were not relinquished until February 1945, by which time the unit was based at Ballykelly.

No 23 MU retained a major responsibility for Wellingtons but many other types passed through its hands, one of the most unusual being the Corsair. Preparation work on this fighter began in June 1944, 98 being flown in. By the end of August 136 Corsair IIIs were held. In January 1945 the most common aircraft on the unit were Ansons, Oxfords, Corsairs and Stirlings.

Another support unit was 1674 HCU which formed at Aldergrove on October 10 1943 to take over Fortress training from 1 OTU, Liberators being operated too. It moved to Longtown on October 19 but returned on February 1 1944. The Liberators and Halifaxes stayed until August 1945 when they left for Milltown and disbandment.

After the war, 518 Squadron (ex Tisee) began met flights from Aldergrove in September 1945 with Halifaxes, being renumbered 202 Squadron on October 1 1946. Hastings replaced the Halifaxes in October 1950 and five nine-hour trips were made every week until disbandment on July 31 1964. From March 1948 to August 1951 another met squadron, No 224, also flew Halifaxes from Aldergrove.

No 502 Squadron returned to its birthplace in July 1946, flying, successively, the Mosquito, Spitfire and Vampire, until going the way of all the auxiliary squadrons in March 1957. Another familiar squadron, No 120, came back in April 1952 to operate Shackletons, returning to Kinloss seven years later.

On May 12 1960, a Flight of Sycamore helicopters of 228 Squadron became 118 Squadron at Aldergrove, disbanding on August 31 1962.

Nutt's Corner having reached the limits of possible expansion, Aldergrove became, on September 26 1963, Belfast Airport once more. This time there was no improvisation with wartime buildings, a modern terminal had been built. No 23 MU kept up the RAF presence until disbanding in 1978 and the airport now handles over one million passengers a year.

## Alness (Invergordon), Highland

*21/NH655675. 1 mile S of Alness, just off A9*

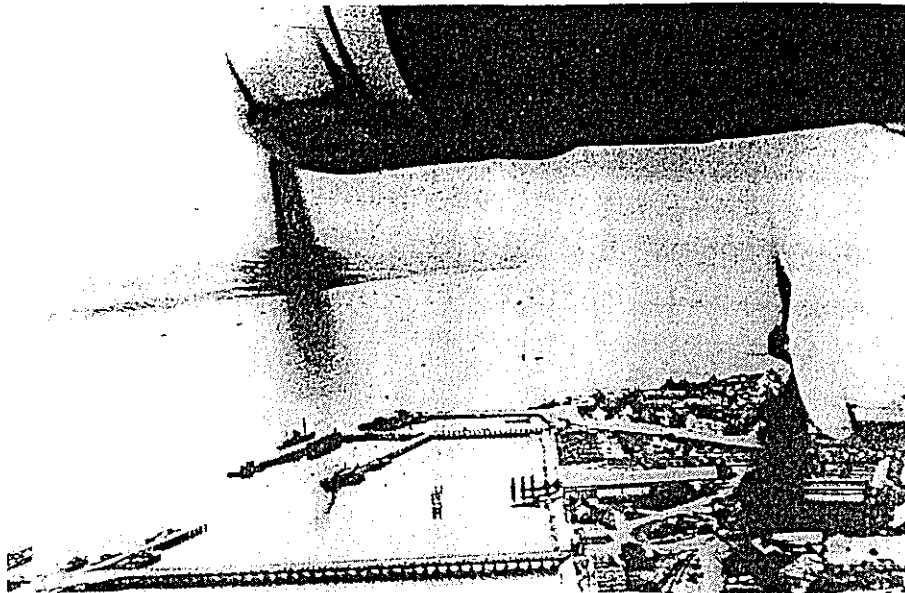
Alness is the sole wartime flying boat base still used by the RAF, but of course only marine craft can be seen here now, and that from a distance, as it is not very accessible. The former decontamination centre is close to Alness town and a few other dispersed buildings also survive, along with the concrete floors of dozens of Nissen huts.

The station, which dates back to the pre-war period, was known first as Invergordon, but, in its early days, it is doubtful if it was anything more than a mooring area with a slipway for beaching the aircraft. Although flying boats had called here on many previous occasions, its first recorded squadrons were 201 from Calshot, whose Londons stayed for a week in October 1938. At the same time the Singapores and Stranraers of 209 Squadron were detached here from Felixstowe along with 228's Stranraers for patrols out towards Norway.

A month before the war began, 240 Squadron arrived from Calshot with Londons, moving to Sullom Voe on November 4 1939 and returning for two months in the spring of 1940. Between October 23 and November 6 1939, a detachment of Sunderlands of 210 Squadron operated from here to cover the exits from the North Sea. The aircraft returned towards the end of November and stayed until May 21 1940. No 201 Squadron came back in November 1940 and was beginning to re-equip with Sunderlands when it left for Sullom Voe on May 26 1940.

In June 1941, 4 (C) OTU was moved from Stranraer to Invergordon, with the officers' mess set up at Dalmore House, Alness. The OTU was flying a mixed bunch of marine aircraft including Lerwicks and Sunderlands. One of the Lerwicks reported sighting a U-boat in the Moray Firth on May 3 1941 but on investigation it proved to be a known wreck which was still giving off oil streaks.

The OTU was training ten crews on each course by October 1941, and in February of the following year it was decided to split the unit into two. Initial training of pilots on flying boats was to be concentrated at Stranraer and operational training confined to Invergordon, using Sunderlands, Catalinas and any miscellaneous types such as Singapores



*'Fine pitch, rich mixture, flaps going out'. Approaching to touch down at Alness 1945. View from starboard galley hatch of 4 OTU Sunderland (R. Codd, via Chaz Bowyer).*

and Stranraers which could be useful for observer instruction.

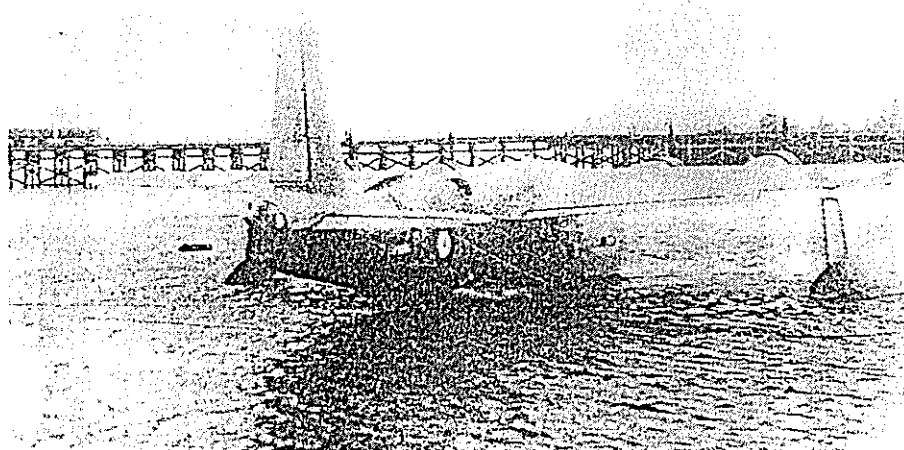
A melancholy incident occurred on August 25 1942 when the Duke of Kent left Invergordon for Iceland in a Sunderland of 228 Squadron. Inexplicably, the aircraft crashed into high ground near Dunbeath in Caithness and all on board were killed. A memorial marks the spot.

*Sunderland I P9606 ZM-R of 201 Squadron Invergordon 1940 (Via R.C.B. Ashworth).*

The summer of 1942 saw an increased output of trained aircrew, averaging 22 crews per month, but further expansion was hindered by the small number of Sunderlands and Catalinas available. More problems were caused by the withdrawal of the older types from service. All the Singapores and Stranraers had gone by October and the Londons were being flown away to Saunders Roe at Cowes for breaking up.

In November 1942, Sunderland serviceability on the station was considered to be appalling. Only four of the 16 on establishment were flyable owing to shortage of spares and lack of NCO fitters. The new Nissen-hutted camp at Dalmore was also making very slow progress owing to scarcity of labour.

As the difficulties were gradually



overcome, the OTU became an efficient unit, streamlining the training of crews for Coastal Command. The station itself officially became known as RAF Alness on February 10 1943.

Accidents in training on the big boats were frequent, many being minor collisions whilst manoeuvring on the waters of the Cromarty Firth. Some, however, were catastrophic, like the Sunderland which crashed and exploded on the railway line two miles north-east of Invergordon after engine failure on take off. There were no survivors from this one, nor from Sunderland DP178 which disappeared without trace on a night flight in good weather on March 14 1945.

Operation *Uplift* took place in October 1944, being the flying of 'time-expired' personnel from Iceland and the ferrying out of replacements. The operation took three weeks using nine Sunderlands of 4 OTU and six from 201 Squadron. A total of 1,115 passengers was carried from Reykjavik to Alness and 593 made the outward trip.

No 4 OTU went on flying after the war ended and in June 1946 the CO visited Killadeas in Northern Ireland to investigate the possibility of moving to that station. It was, however, found unsuitable and the unit transferred to Pembroke Dock on August 15 1946. Thereafter, Alness was used by RAF Sunderlands spasmodically until the type was retired.

### Annan, Dumfries and Galloway

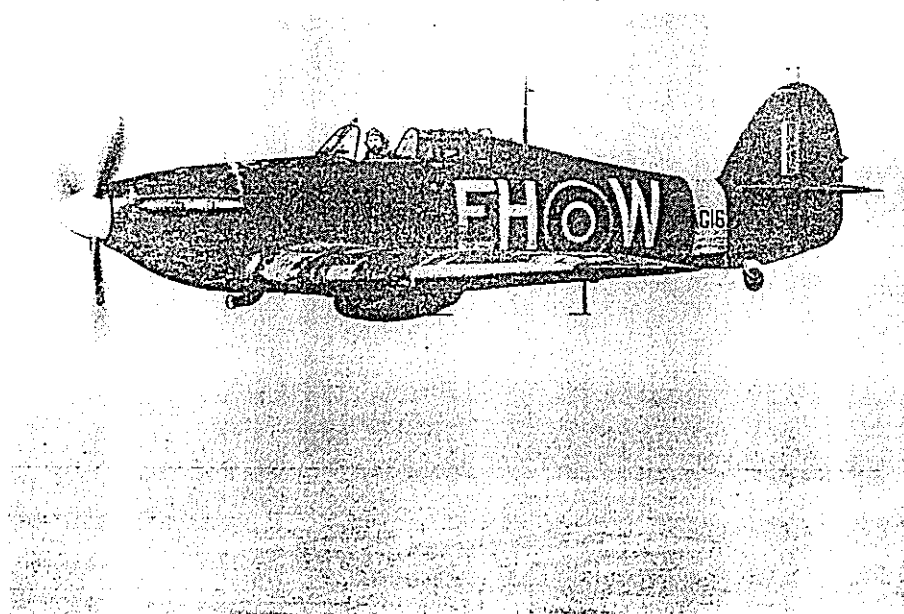
*85/NY215700. 3 miles NE of Annan on B722*

Annan was an unhappy choice for an airfield site, particularly one at which fighter pilots were trained. One pilot described it as 'several dozen Nissen and wooden huts dumped down on a Scottish hilltop and linked by muddy tracks'.

In this unlikely spot a highly professional flying school was forged and the pupils worked long hours and flew in the foulest weather. In one memorable extract from the station's records: 'April 30 1944—the weather—not suitable for publication—no flying whatsoever. It is better to draw a blanket over the whole day as everyone is hopping mad. The gentlemen who selected the site for the aerodrome must find their ears burning today!' A further entry reads 'another misty morning of the type that long-haired poets are apt to rave over and long-haired instructors curse.'

The main party of 55 OTU moved into Annan from Usworth on April 28 1942. The aircraft used were mainly Hurricanes and from May 13 the unit commenced to share the satellite airfield at Longtown with 59 OTU, 'C' and 'D' Flights being

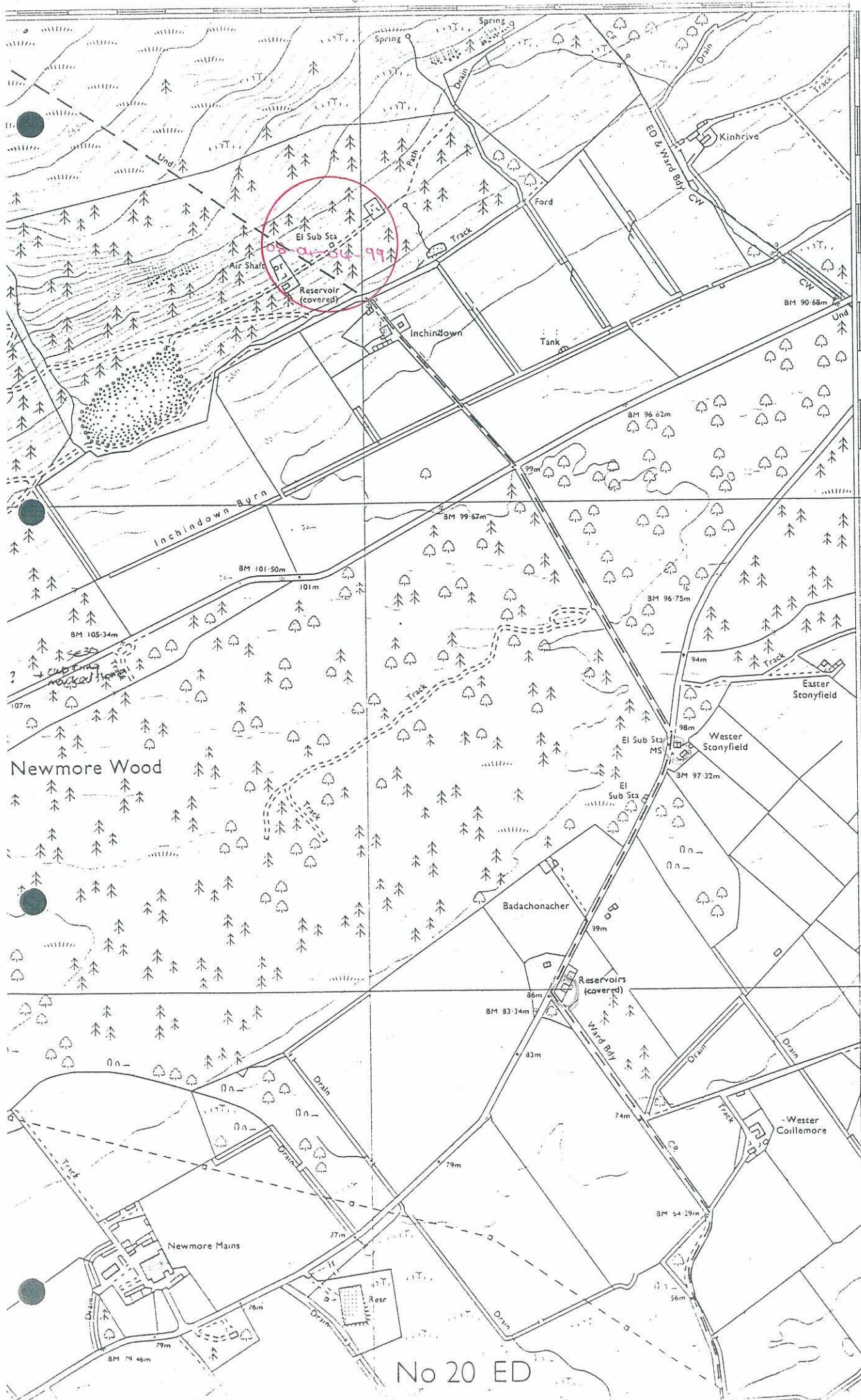
*Hurricane AG162 of 55 OTU flying from Annan (Imperial War Museum).*



# Scotland

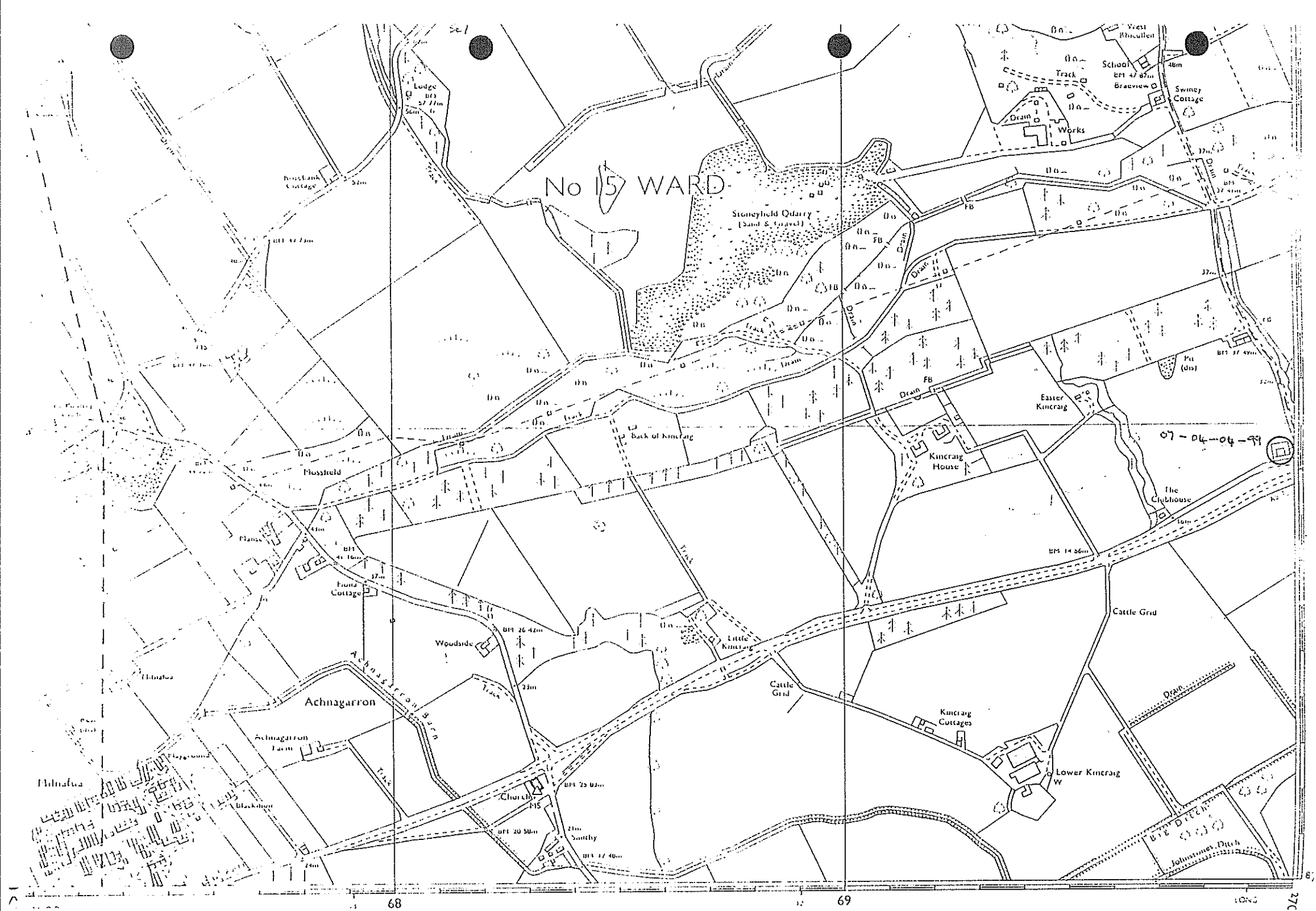
Square	NH	Eastings	6882	Northings	7451
1:10,000 Map	NH-67-SE	OS Sheet 1:50,000	021		
Survey Number	08	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Inchindown				
Site Type	Underground Fuel Tanks WWII				
Location Details	The two entrances are in the forest above the farm at Inchindown				
Part of	RN Fuel Tanks				
Region	Highland				
District	Ross and Cromarty				
Parish	Rosskeen				
County	Ross and Cromarty				
Description of site	Underground tanks tunneled into hill side				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P37				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The pipeline can be traced from the tanks to Invergordon				





# Scotland

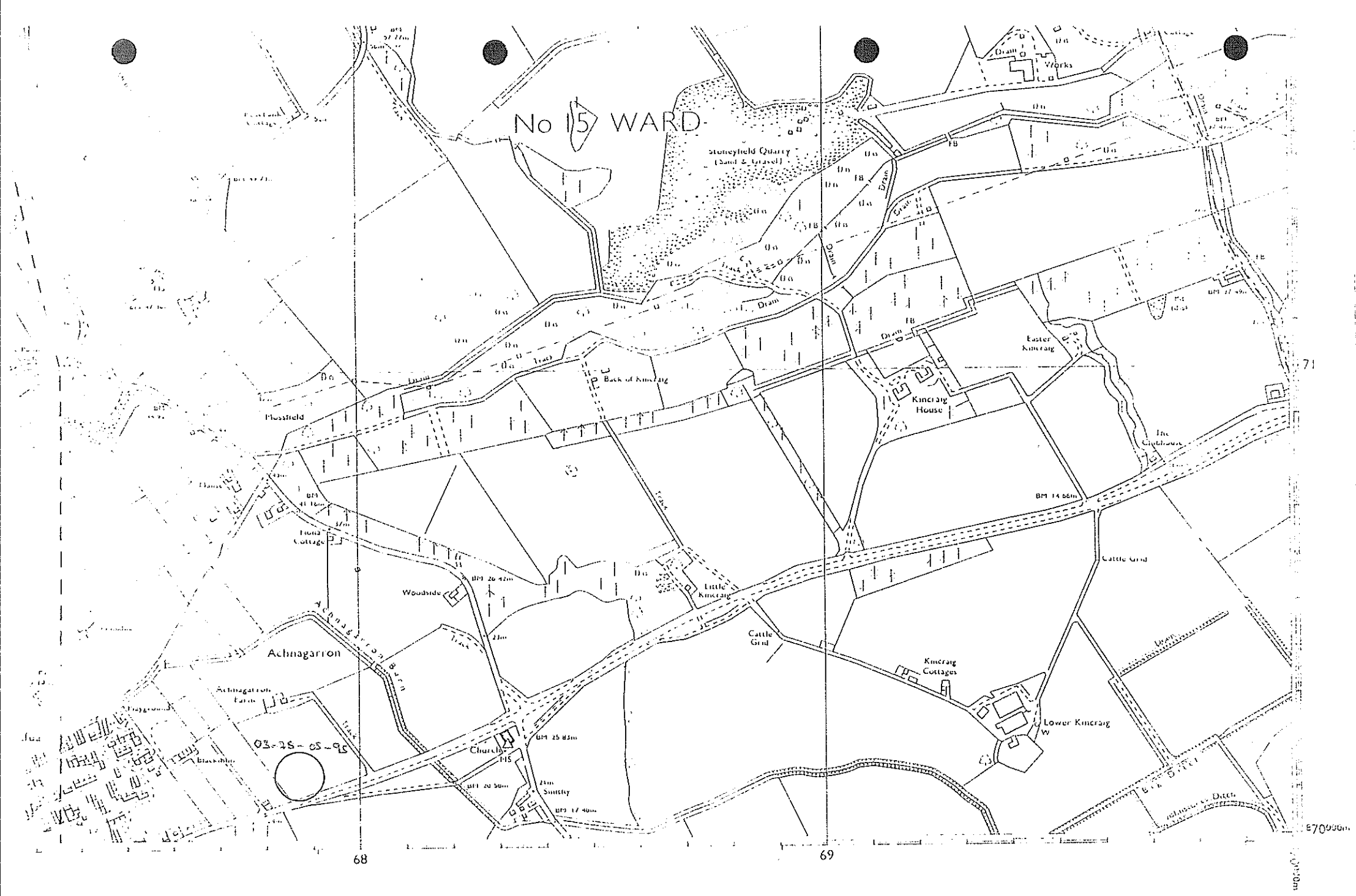
Square	NH	Eastings	6997	Northings	7095
1:10,000 Map	NH-67-SE	OS Sheet	1:50,000	021	
Survey Number	07	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Tomich				
Site Type	Pump House WWII				
Location Details	North west corner of cross roads at Tomich A9(T)				
Part of	RN Fuel Tanks				
Region	Highland				
District	Ross and Cromarty				
Parish	Rosskeen				
County	Ross and Cromarty				
Description of site	Single white building with steel fence round it				
Construction	Concrete				
SMR					
NMR	NH67SE53				
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P37				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The pipe line can be followed from Invergordon upto the underground tanks at Inchindown				





# Scotland

Square	NH	Eastings	6785	Northings	7011
1:10,000 Map	NH-67-SE	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	28-05-95		
Survey By	J A Guy				
Site Name	Invergordon				
Site Type	Heavy AA Battery WWII				
Location Details	Rosskeen. North side of the A9(T). South of Achnagarron Farm. East of Milnafua				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Rosskeen				
County	Ross and Cromarty				
Description of site	No remains could be found				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 4 x 3.7 inch guns. The code was ING2				

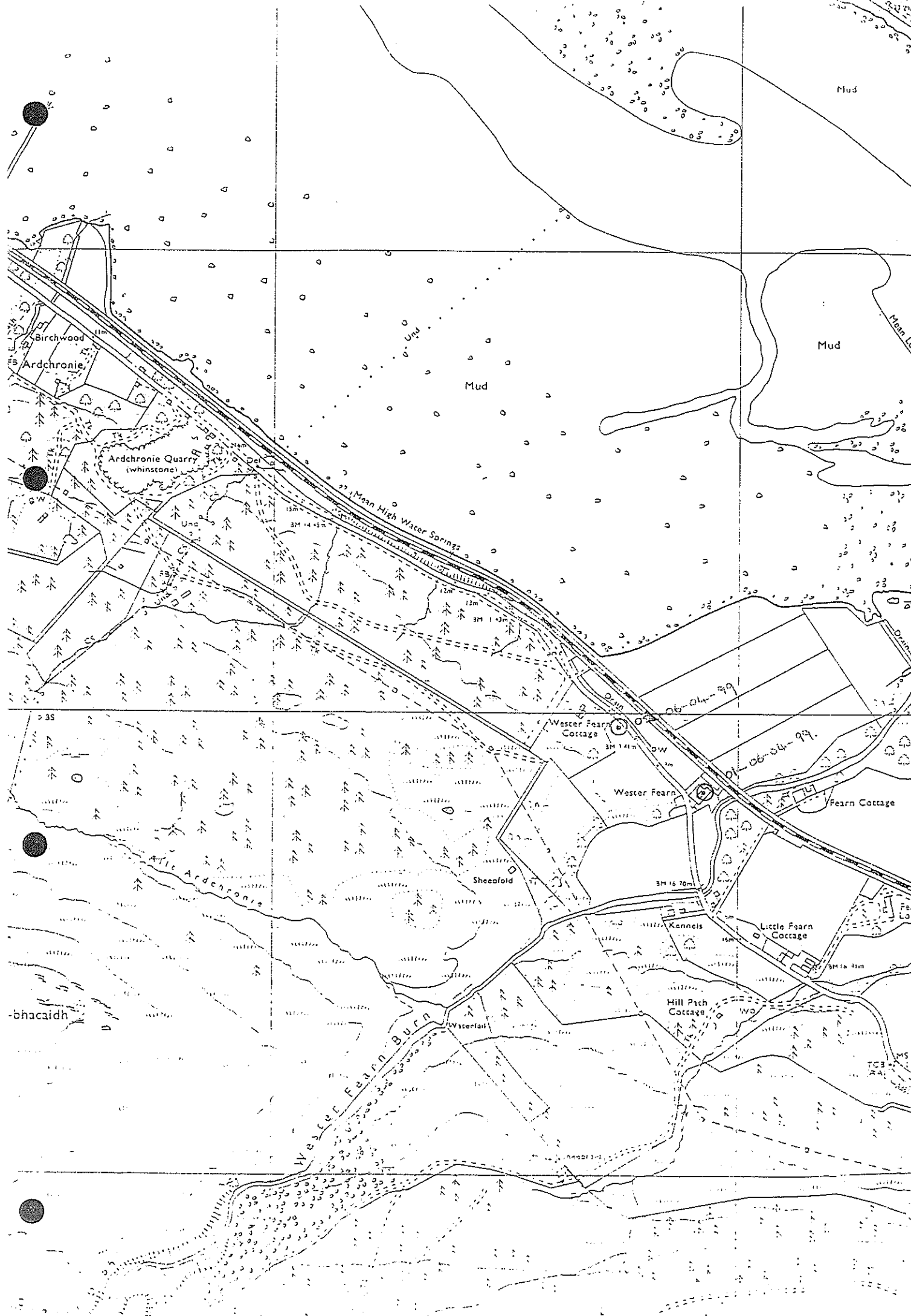


# Scotland

Square	NH	Eastings	6292	Northings	8782
1:10,000 Map	NH-68-NW	OS Sheet 1:50,000	021		
Survey Number	01	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Wester Fearn				
Site Type	Pillbox WWII				
Location Details	In Wester Fearn Farm Yard on north side of the road				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Edderton				
County	Ross and Cromarty				
Description of site	Heavy pillbox for anti-tank gun and machine guns. Recently one wall and the roof have been removed by the farmer				
Construction	Concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P37 P38				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This pillbox and the other one at Wester Fearn covered a road block at NH62618812. It is possible to see lengths of tramline used as reinforcing rods				

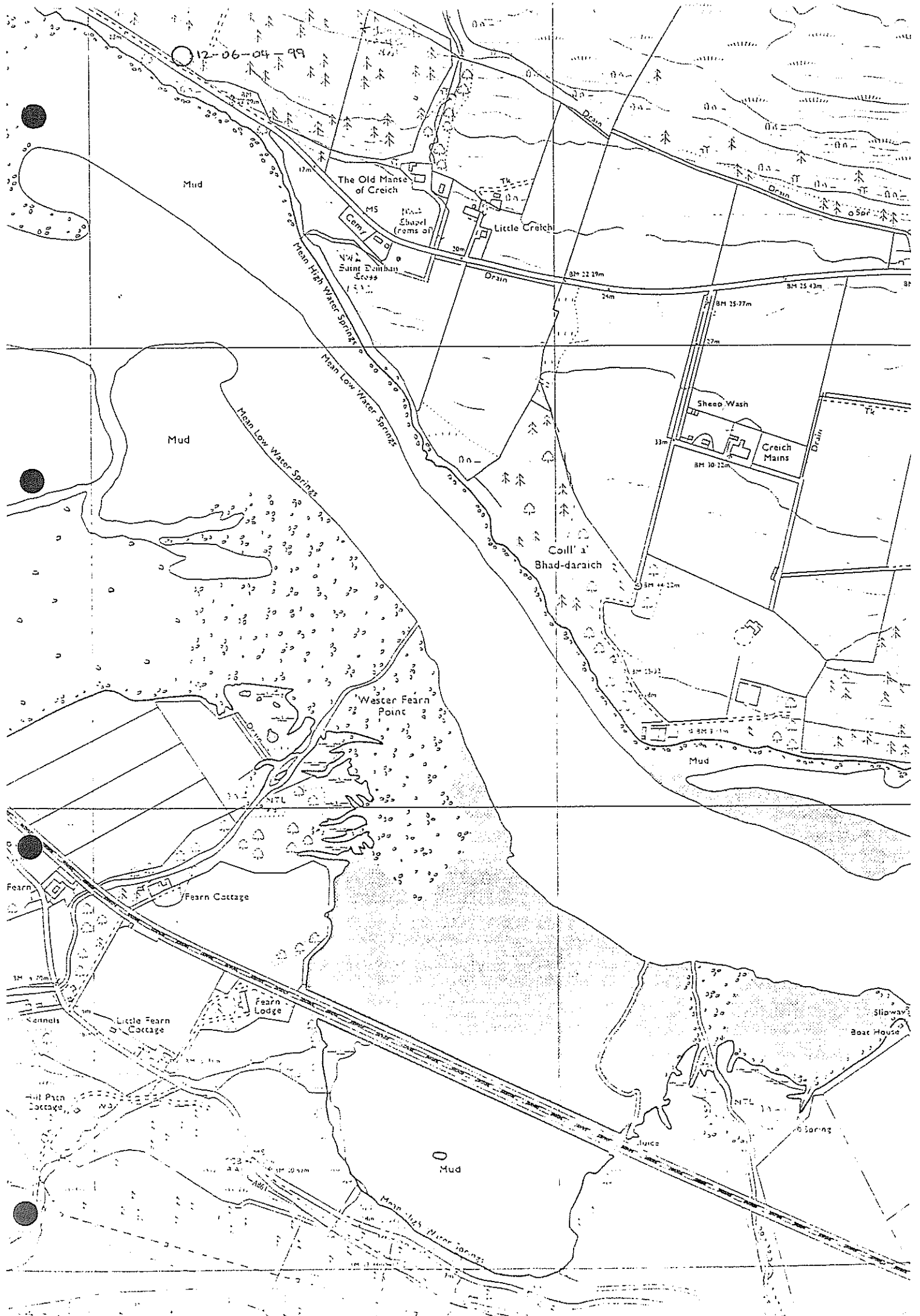
# Scotland

Square	NH	Eastings	6274	Northings	8797
1:10,000 Map	NH-68-NW	OS Sheet 1:50,000	021		
Survey Number	02	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Wester Fearn				
Site Type	Pillbox WWII				
Location Details	On south side of the road to the west of Wester Fearn Farm				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Edderton				
County	Ross and Cromarty				
Description of site	Was a smaller pillbox than the one on the farm. Has now been demolished due to road improvements				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Gone				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This pillbox and the other one at Wester Fearn covered a road block at NH62618812				



# Scotland

Square	NH	Eastings	6320	Northings	8962
1:10,000 Map	NH-68-NW		OS Sheet 1:50,000	021	
Survey Number	12	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	North side of old main road north side of bridge going south east				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Only one wall of this pillbox is extant in the bank above the road				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Little or none				
Photographs	Yes P38				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	It is possible to see lengths of tramline that was used for reinforcing rods				



# Scotland

Square	NH	Eastings	6003	Northings	9081
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Ardgay				
Site Type	Pillbox WWII				
Location Details	This pillbox is situated in the garden of a house on the corner in a small road at Crom-Rathad				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Heavy pillbox for anti-tank gun and machine guns. Is now converted into a garage				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P38				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This pillbox covers the main approach road to Bonar Bridge				



# Scotland

Square	NH	Eastings	6076	Northings	9120
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	04	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	This pillbox is situated in the field just south of Bonar Bridge				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Heavy pillbox for anti-tank gun and machine guns. Covers the main road approaching the bridge from the south east				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P38 P39				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This pillbox has a Turnbull mounting				

# Scotland

Square	NH	Eastings	6121	Northings	9173
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	05	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	On the north side of the road going east from Bonar Bridge by cross roads				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Heavy Type 24 pillbox with a Turnbull Mounting				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P39				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	6157	Northings	9157
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	06	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Migdale Hospital				
Site Type	Pillbox WWII				
Location Details	On western corner of Migdale Hospital by the road				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Heavy pillbox for anti-tank gun and machine guns. Covers road approaching Bonar Bridge from the east				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P39				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Trees have been planted round this pillbox the hide it				

# Scotland

Square	NH	Eastings	6125	Northings	9157
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	07	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	In the field on south east side of town				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Heavy Type 24 pillbox				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	6097	Northings	9226
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	08	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	In the field to the north of town				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Heavy Type 24 pillbox				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	6032	Northings	9244
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	09	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Invercharron Mains				
Site Type	Pillbox WWII				
Location Details	In field north of Bonar Bridge on river bank				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Heavy pillbox for anti-tank gun and machine guns facing north. Another pillbox behind this one facing south				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

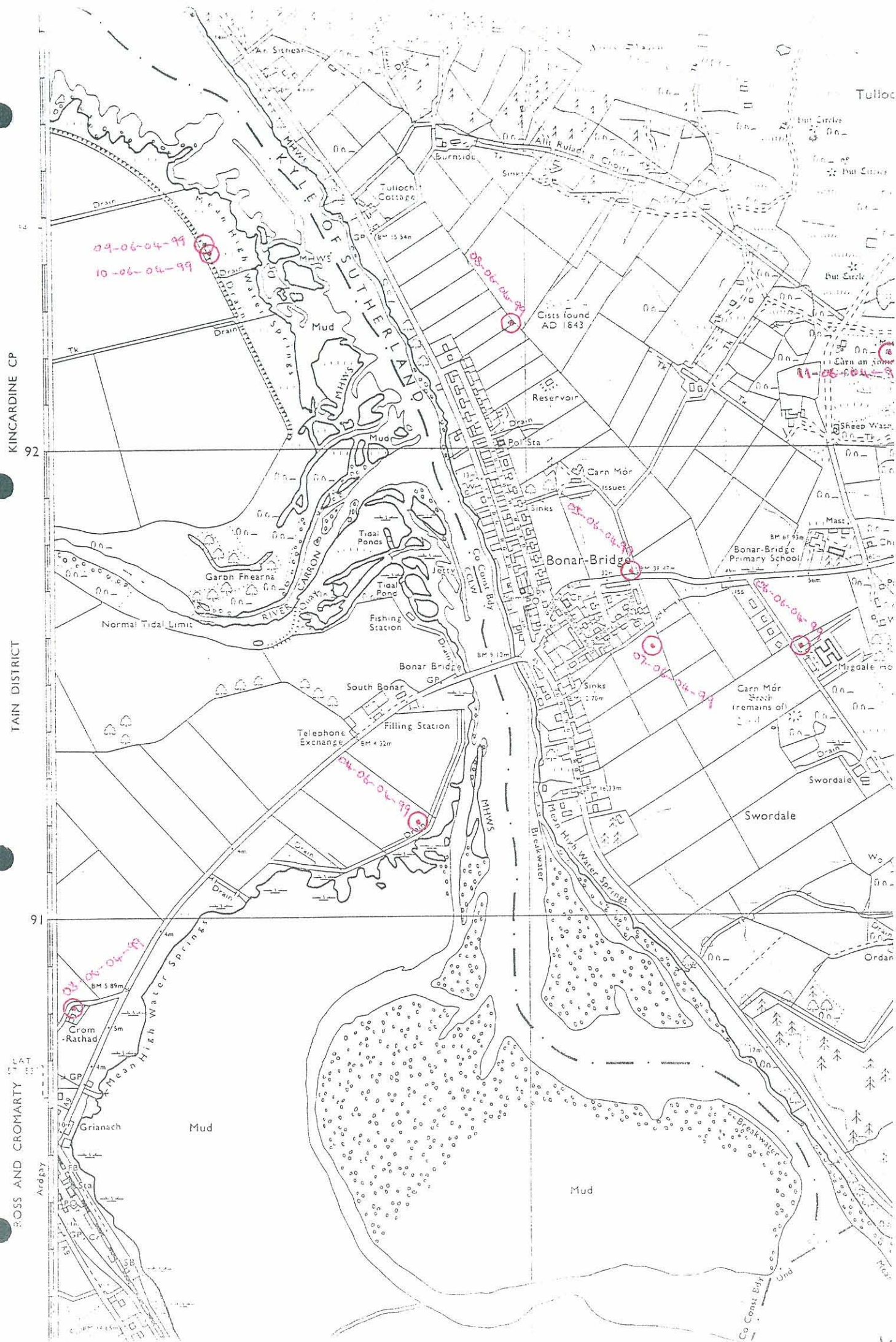
# Scotland

Square	NH	Eastings	6032	Northings	9241
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	10	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Invercharron Mains				
Site Type	Pillbox WWII				
Location Details	In field north of Bonar Bridge on river bank				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Kincardine				
County	Ross and Cromarty				
Description of site	Heavy pillbox for anti-tank gun and machine guns facing south. Another pillbox behind this one facing north				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	6177	Northings	9219
1:10,000 Map	NH-69-SW	OS Sheet 1:50,000	021		
Survey Number	11	Survey Date	06-04-99		
Survey By	J A Guy				
Site Name	Bonar Bridge				
Site Type	Pillbox WWII				
Location Details	North east of town by Cairn of Fhitich				
Part of	Bonar Bridge Defences				
Region	Highland				
District	Sutherland				
Parish	Creich				
County	Sutherland				
Description of site	Heavy pillbox for anti-tank and machine guns				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					





# Scotland

Square	NH	Eastings	7986	Northings	2994
1:10,000 Map	NH-72-NE	OS Sheet 1:50,000	027		
Survey Number	01	Survey Date	28-04-95		
Survey By	J A Guy				
Site Name	Tomatin				
Site Type	ROC Post				
Location Details	On the east side of the A9 near the Little Chef				
Part of	ROC Network				
Region	Highland				
District	Inverness				
Parish	Moy and Dalarossie				
County	Inverness-shire				
Description of site	1950's underground type post				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



JSSIE CP

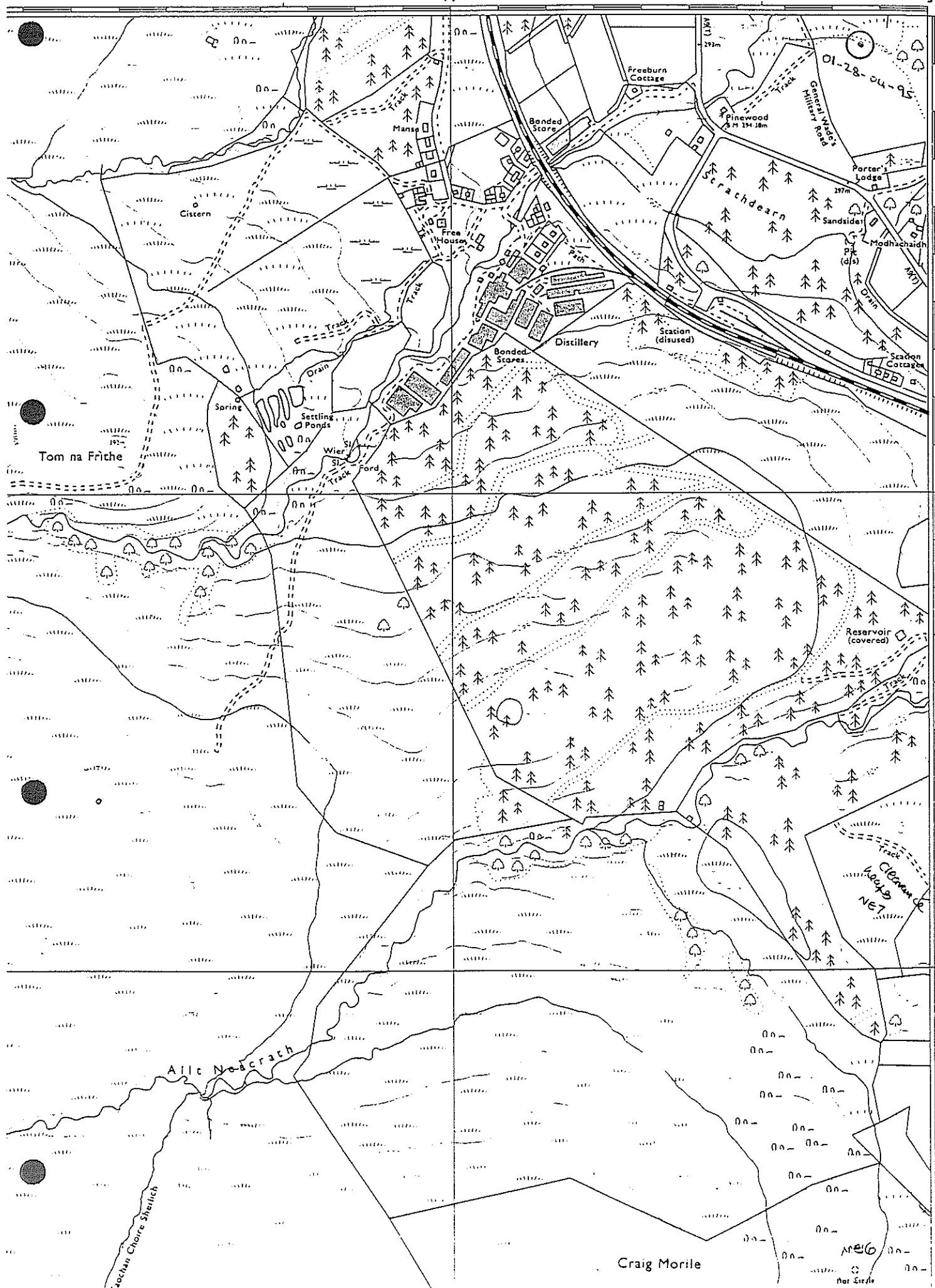
INVERNESS CO CONST

LONG  
4° 00' W

01°

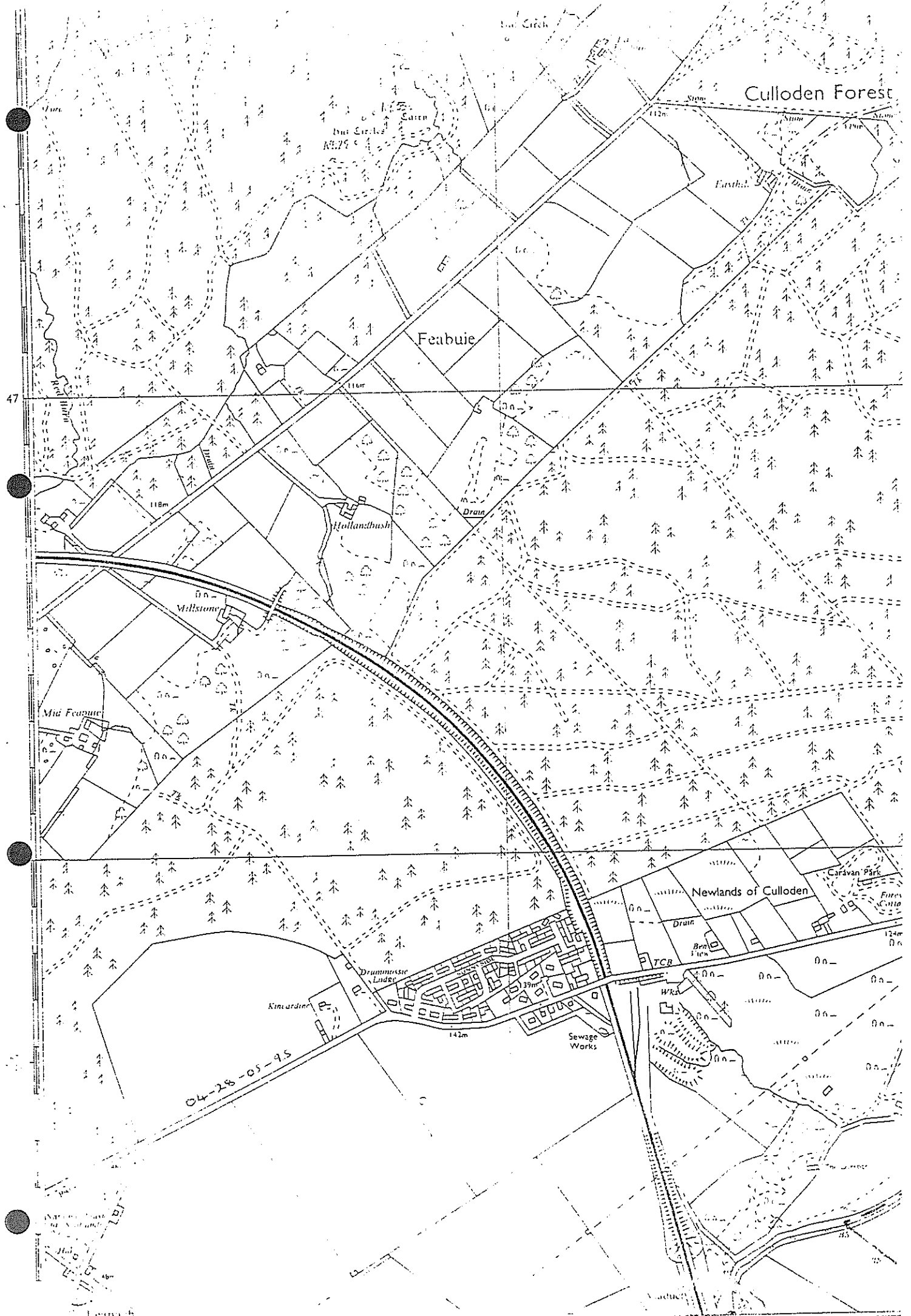
79

280000m



# Scotland

Square	NH	Eastings	755	Northings	455
1:10,000 Map	NH-74-NE	OS Sheet 1:50,000	027		
Survey Number	04	Survey Date	28-05-95		
Survey By	J A Guy				
Site Name	Leanach				
Site Type	Airfield WWII				
Location Details	The airfield site is North East of Leanach				
Part of					
Region	Highland				
District	Inverness				
Parish	Croy and Dalcross				
County	Inverness-shire				
Description of site	Only two buildings could be found on this site				
Construction	All sorts				
SMR					
NMR	NH74NE58				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					





making a significant contribution to aerial supremacy over Europe.

The airfield was finally returned to the RAF in March 1946, later to be taken over by Martin-Baker for ejector seat production, the runways being used by company aircraft flying to and from Chalgrove in Oxfordshire.

At the height of its career, the base had nine 'T2' hangars, eight Robins, some 20 Butler buildings and a Lockheed-designed hangar which is still in use today. The control tower is particularly interesting because it shows almost certainly the first use in the UK of angled windows to cut down reflections, the curse of all vertically glazed visual control rooms, believe me! However, why *every* window in the building—including the lavatories—had to be angled is a mystery!

### Largs, Strathclyde

63/NS200595. Just N of town centre off seafront

Largs was not an RAF station but merely a terminal administered by Scottish Aviation Limited for the reception of flying boats from across the Atlantic. The aircraft were moored in the lee of Great Cumbrae Island and the crews were ferried to and from Largs by launch. A small knot of spectators would usually gather on the seafront to watch the aircraft. On one occasion with a 70 mph gale blowing unusually from the east, a Catalina caused some consternation when it made a full stall landing pointing directly at them into wind.

Catalinas were the usual aircraft to be delivered here after the terminal opened around December 1942. Mariners were also to be seen on occasion, for example *JX110* which took off for Stranraer on February 2 1944.

In June 1944, a new service was inaugurated by 45 Group for the carriage of urgent freight to the UK and the return of ferry crews to Canada. It was operated by Coronados of 231 Squadron twice weekly, routing Boucherville–Gander–Largs eastbound and Largs–Reykjavik–Gander–Goose Bay westbound.

An Icelandic Airways Catalina *TF-ISD* made an exploratory trip in July 1945 from Reykjavik and back carrying passengers and mail. This was repeated in September, the return being made via Copenhagen. On September 25 1945, the Coronado service to Canada terminated with the departure of *JX498*.

### Leanach, Highland

27/NH755455. 3 miles ENE of Inverness on B9006

Nearly 200 years after the Battle of Culloden, the site where once the rear-guard of the Royal Army took its position became an airfield. The battlefield is a melancholy spot, with mass graves commemorating an event which did little credit to either English or Scots, as a glance at the history books will show.

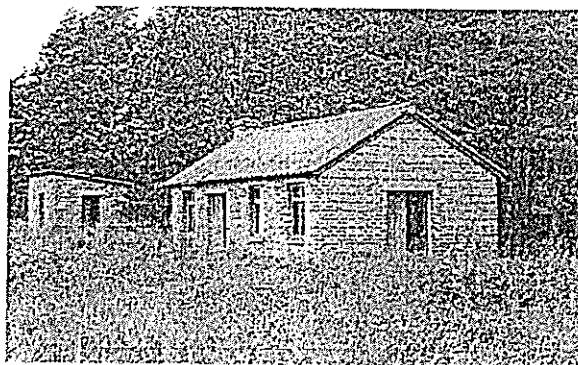
A pre-war ELG for Highland Airways when Longman was fog-bound, Leanach was selected as 43 SLG for 46 MU Lossiemouth, the first trial landing being made on May 10 1941. Hurricanes and Defiants were among the types dispersed here but the camouflage was severely compromised by other visiting aircraft, for example, Rapides diverting from Longman and trainers from the AGS at Dalcross. Action was taken to remind civil and military pilots that SLGs were prohibited for landing except in emergency.

On April 22 1942, the senior MU test pilot landed a Wellington at Leanach to see if it was suitable for aircraft of this size. He found it marginal and only selected pilots were to be allowed to ferry these aircraft here. Beaufighters also began to be stored here in the autumn of 1942.

No 19 (P)AFU at nearby Dalcross was without RLGs early in 1943 and representations were made to MAP for facilities to be provided at Leanach. After protracted negotiations, permission was finally given and the airfield was brought into use on June 6 1943.

Simulated night flying was done in Oxfords, sodium flares being lit on the

Flight hut at Leanach 1981.



ground and the pilot wearing blue goggles. This joint use was not very satisfactory and 41 Group decided to vacate Leanach (but keep it in reserve) and re-allocate the SLG at Dornoch to 46 MU instead. This was done on October 11 1943.

No 19 (P)AFU retained use of Leanach until the unit disbanded on February 25 1944 and the SLG does not appear to have been active after this, being de-requisitioned on March 30 1945. One small building by the roadside is all that is left now, the Robin hangars have been dismantled long ago.

### Lennoxlove, Lothian

*66/NT525715. 1 mile S of Haddington off A6137*

In the 1930s the Marquis of Douglas and Clydesdale operated a private airfield from his estate at Haddington. This fact evidently did not escape the notice of officialdom as the site was chosen for 27 SLG, known usually as Lennoxlove but sometimes as Haddington.

The SLG was allocated to 18 MU at Dumfries and a Battle made the first trial landings on April 24 1941. The landing strip was declared serviceable and the following day the first aircraft to be stored, a Blenheim, was delivered. The runway was short, however, and it was decided that only small aircraft of around Hurricane size could be dispersed until the necessary permission to close the country road was obtained. Once this was done the strip was extended and more Blenheims were received.

In August 1941, 18 MU considered the possibility of flying Whirlwinds in. The chief test pilot commented that this type swung badly in crosswinds and therefore waited until the wind was in the right direction before making a successful test landing. Many Whirlwinds were then stored here and in the summer of 1945 the type's derivative, the Welkin, made an appearance. Only a limited number were built and most ended their days at Lennoxlove.

Flying Training Command was also interested in the SLG and Master AZ538 from Drem visited on February 15 1942. Any further training use is uncertain, however, and perhaps doubtful as many Wellingtons and Blenheims were being flown in. When many of the SLGs were being inspected for the storage of four-engined aircraft in the summer of 1942, a

Halifax landed here, the strip and dispersal areas being pronounced ideal for this purpose.

With the enemy far away, camouflage was not so important and by November 1944 the SLG held 119 aircraft, most of them Wellingtons. A hazard virtually unique to SLGs was the damage caused by falling branches and even whole trees during gales. Several Wellingtons suffered in this way at Lennoxlove.

The process of closing down began in August 1945, the SLG finally ceasing operations the following month. Unconnected, but of local interest, was a landing ground for 77 (HD) squadron in 1918 at Gifford three miles SE of Haddington.

### Leuchars, Fife

*59/NO460205. 5 miles NW of St Andrews on A919*

Scotland's answer to Duxford and Biggin Hill, so much has happened at Leuchars that it deserves a book to itself. The site dates back to 1911 when the Royal Engineers experimented with balloons, a proper airfield being established in 1918 by the RNAS.

Going back to 1914, some of the RFC's first aircraft landed at St Andrews on flights from Montrose. Duncan's Garage, owned by Mr Andrew Duncan, father of Dr Atholl Duncan who loaned many of the photographs for this book, supplied the necessary petrol and oil for the return trips. When it was decided to build an airfield at Reres Farm, Mr Duncan was contracted to level the ground.

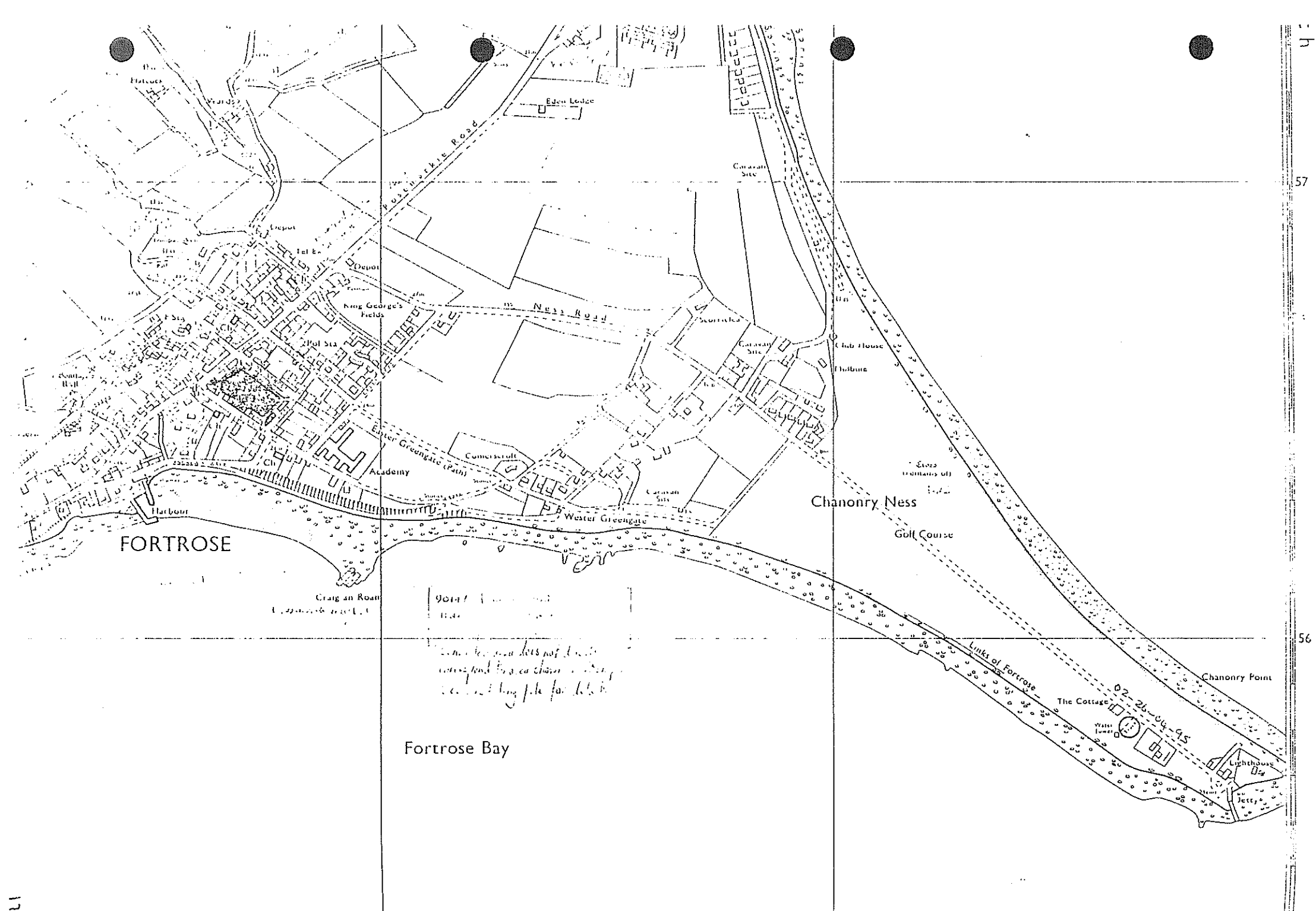
No 203 Squadron re-formed at Leuchars on March 1 1920 with Nieuport Nighthawks, being redesignated 402 Flight on April 1 1923. No 205 Squadron also re-formed in April 1920, initially with Parnall Panthers, becoming 441 Flight three years later. In the meantime 'A' Flight became the nucleus of 3 Squadron in October 1921 and left for Gosport in October 1922. Nos 403 and 404 (Fleet Fighter) Flights were added to Leuchars' strength in mid-1923.

More flights were formed in 1924, some leaving for other bases, and by September 1926, 442 and 443 Flights were left, together with 'A' (Fighter), 'B' (Spotter), and 'C' (Recce) Training Flights. The fighter units operated Flycatchers and the recce flights Fairey IIIDs and Panthers. During 1927, 'A', 'B' and 'C' Flights were combined to form the Base Training

# Scotland

Square	NH	Eastings	7465	Northings	5580
1:10,000 Map	NH-75-NW	OS Sheet 1:50,000	027		
Survey Number	02	Survey Date	26-04-95		
Survey By	J A Guy				
Site Name	Fortrose				
Site Type	ROC Post				
Location Details	Chanonry Point West side of Chanonry Ness Road near Lighthouse				
Part of	ROC Network				
Region	Highland				
District	Ross and Cromarty				
Parish	Rosemarkie				
County	Ross and Cromarty				
Description of site	1950's underground type post				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P39				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



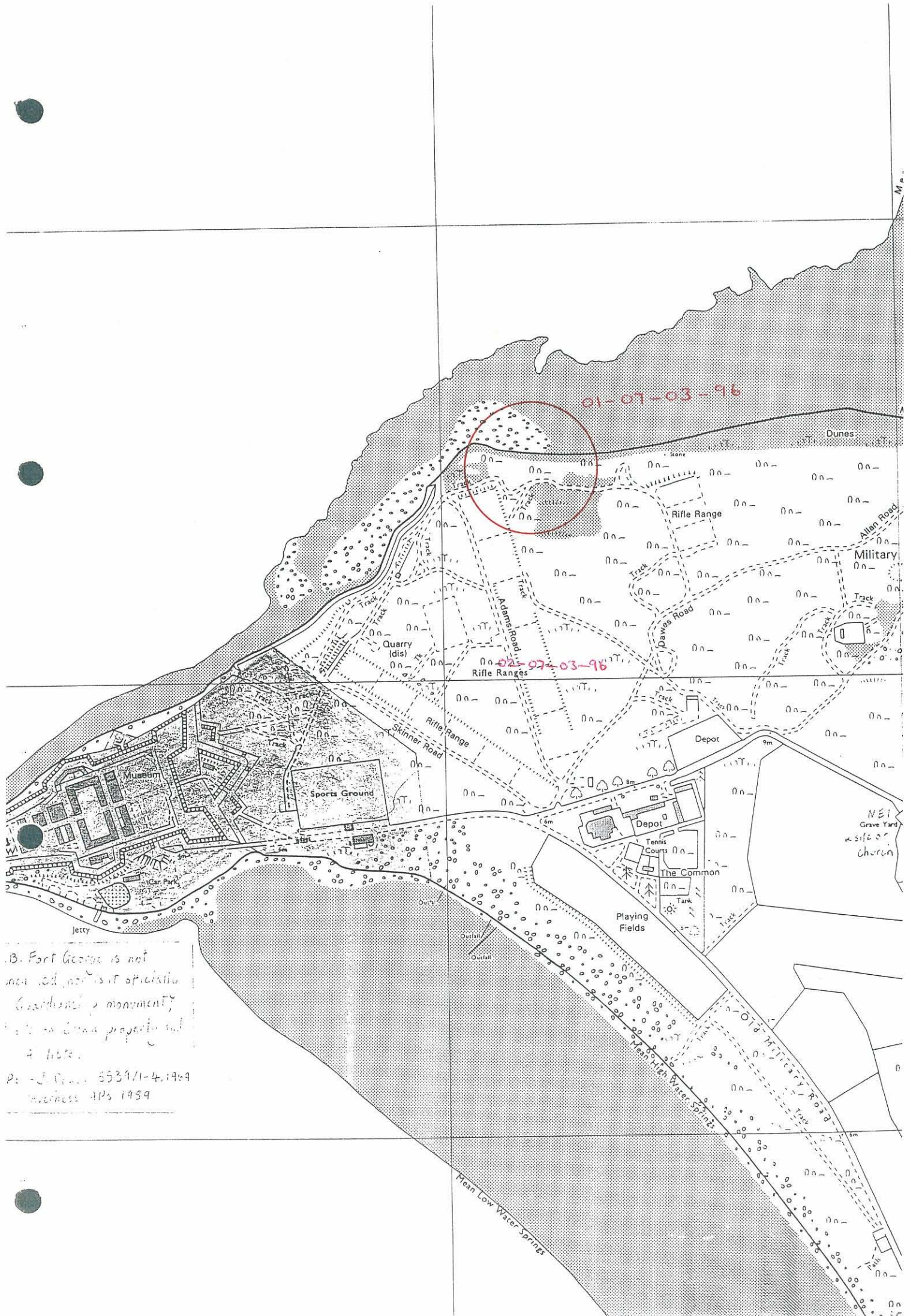


# Scotland

Square	NH	Eastings	7720	Northings	5748
1:10,000 Map	NH-75-NE	OS Sheet	1:50,000	027	
Survey Number	01	Survey Date	07-03-96		
Survey By	J A Guy				
Site Name	Fort George				
Site Type	Coast Battery WWII				
Location Details	On the coast adjacent to Rifle Ranges to the East of Fort George				
Part of	Coast Defences				
Region	Highland				
District	Inverness				
Parish	Ardersier				
County	Inverness-shire				
Description of site	Very little remains of this battery, one pile of broken concrete could be No.2 Gun Emplacement which has been blown up. One UP mounting				
Construction	Concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P40				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Battery was armed with 2 x 4 inch Naval Guns in August 1940. These were replaced by 2 x 5.5 inch Mk.I/PI guns in February 1943, were put into care and maintenance in April 1945 and removed in October 1945.				

# Scotland

Square	NH	Eastings	7700	Northings	5700
1:10,000 Map	NH-75-NE	OS Sheet 1:50,000	027		
Survey Number	02	Survey Date	07-03-96		
Survey By	J A Guy				
Site Name	Fort George				
Site Type	Rifle Range				
Location Details	Area East of Fort George				
Part of	Training Area				
Region	Highland				
District	Inverness				
Parish	Ardersier				
County	Inverness-shire				
Description of site	Rifle Ranges with firing points and target areas. Still in use by the Army				
Construction					
SMR					
NMR	NH75NE2700				
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P40 P41				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Two sections of concrete wall that could be sections of practice Atlantic Wall can be found on the East side of the range. Associated NMRS NH75NE27.01				



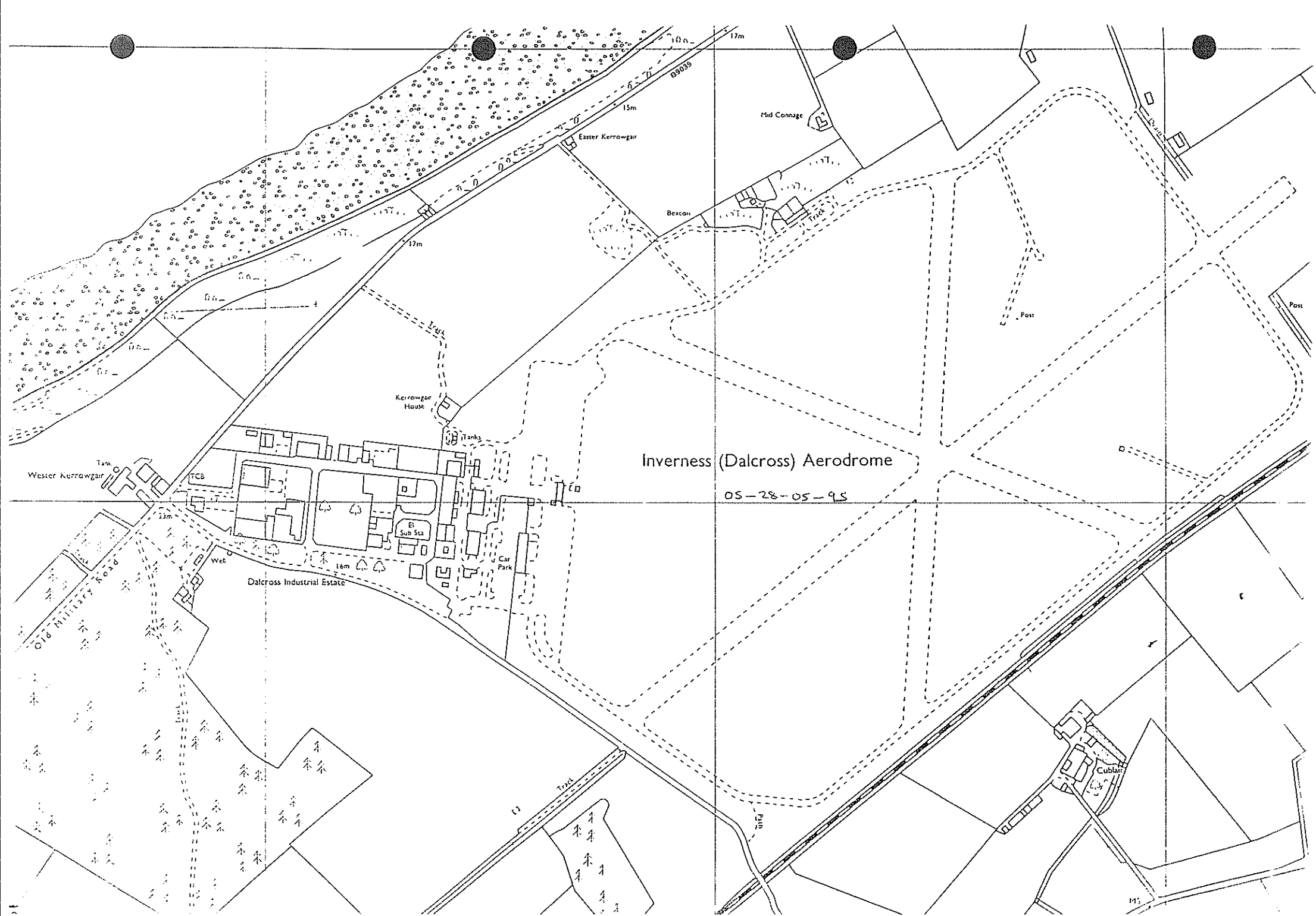
B. Fort George is not  
 an old, nor is it official  
 (Guardianship monument);  
 it is a common property and  
 a hole.

P: -J. 6539/1-4, 1969  
 1969 1989

# Scotland

Square	NH	Eastings	775	Northings	520
1:10,000 Map	NH-75-SE	OS Sheet 1:50,000	027		
Survey Number	05	Survey Date	28-05-95		
Survey By	J A Guy				
Site Name	Dalcross				
Site Type	Airfield WWII				
Location Details	The airfield, now Inverness Airport is South West of Ardersier between the A96(T) and the B9039				
Part of					
Region	Highland				
District	Inverness				
Parish	Petty				
County	Inverness-shire				
Description of site	Now Inverness Airport still in use. The camp site is now Dalcross Industrial Estate				
Construction	All sorts				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Airfield Focus 19. Inverness				





Inverness (Dalcross) Aerodrome

05-28-05-95

Dalcross Industrial Estate

Wester Kerrowgair

Old Military Road

TCS

Wet

Kerrowgair House

Planks

El Sub Sta

Car Park

Mid Connage

Beacon

Post

Cublaire

This was incomprehensible to the RAF crew, who never did find out what was required of them. A launch then appeared and led them round the coast to Woodhaven.

### Cramlington, Northumberland

88/NZ243775. 1 mile W of Cramlington on A1172

Now an industrial estate, Cramlington opened early in 1916, and 36 (HD) Squadron formed here in February. In December, this unit moved to Seaton Carew, but the aerodrome continued to be used as a night landing ground for home defence until the end of the war.

No 47 Reserve Squadron formed here in November 1916, but moved later in the same month to Waddington. Nos 52 and 61 Reserve Squadrons formed in January and May 1917 respectively, but both left within a few days. In December 1917, 75 Training Squadron came from Waddington with DH 4s and DH 9s, being renumbered 52 Training Depot Station the following July for day bomber training. It disbanded in 1919.

Close to the aerodrome, and also known as Cramlington, an airship station opened in 1918.

The airfield was re-opened for civil use in the '20s, but closed when the war began and did not survive afterwards.

### Crimond (Ratray), Grampian

See Ratray

### Dalcross, Highland

27/NH775520. 8 miles NE of Inverness between B9039 and A96

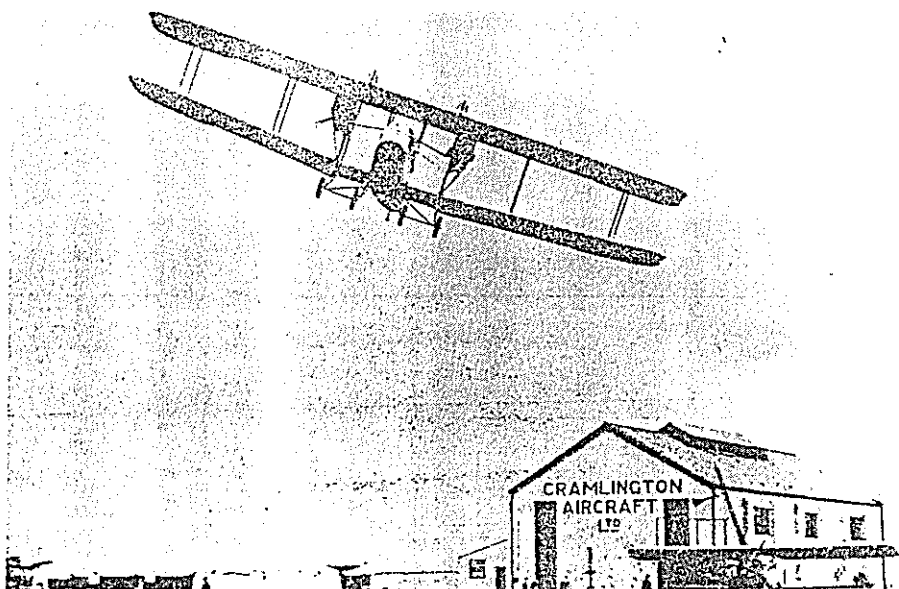
Immediately before the war, Longman aerodrome needed expansion, but land purchase was likely to be expensive. Captain Fresson of Scottish Airways found an ideal alternative location at Dalcross, and, when war broke out, suggested it to an Air Ministry survey party who were looking for airfield sites in this area.

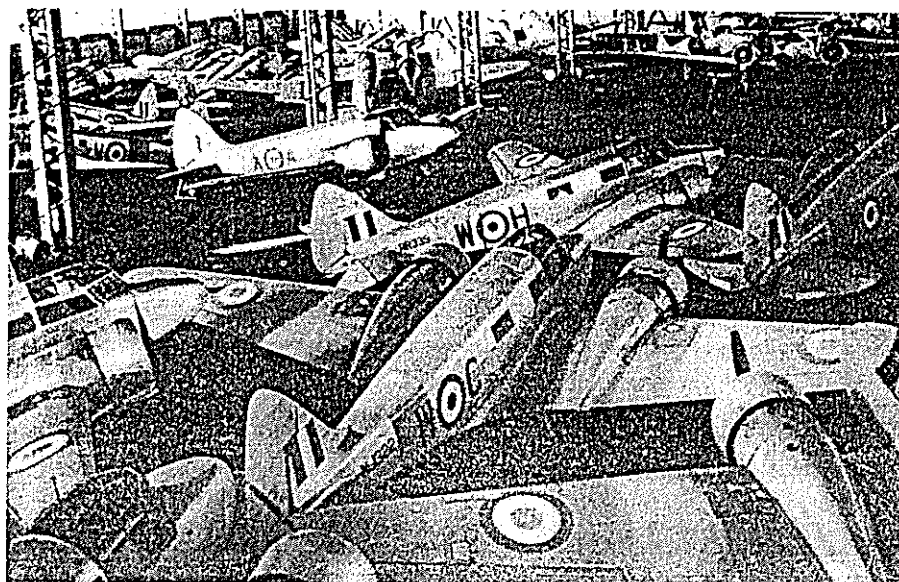
He warned them, however, that tarmac runways would be essential, as the ground became very boggy in winter. This advice was ignored and it was prepared with the usual grass surface. Aircraft first flew from here in the winter of 1940, but the mud was soon impassable and the airfield closed for runway construction.

The uncompleted station was reopened by an advance party on June 15 1941 to prepare for occupation by 2 Air Gunners School, which formed here on July 10. To remedy the lack of trained drogue operators for the target-towing aircraft, 30 airmen were sent to Evanton for a short course of instruction. During August, the airfield was used by Whitleys of 19 OTU to fulfil their night flying programme, and, in the autumn of 1941, some Oxfords were detached from 11 SFTS at Shawbury while runways were built there.

Air gunner training began on August 16 1941, using Defiants and Lysanders. An RLG at Brackla was available, and was used extensively during the following winter, owing to flooding at Dalcross. By

*Handley Page W.8 over Cramlington (Via F. Neal).*





April 1942, Martinets had entirely superseded the Lysanders for target-towing and three training turrets were placed on the ground for practice in following aircraft circling the aerodrome. The Defiants were slowly replaced by the much more suitable Anson.

A detached flight of 2 FIS Montrose had been at Dalcross since April 1942, mainly flying Oxfords, but on October 20 1942, it was re-formed into the nucleus of 19 (P)AFU. The first intake of pilots, numbering 23, soon arrived. They started ground instruction and began flying Oxfords on October 27, alongside the last few instructors from the FIS courses. Accommodation proved inadequate for the AFU, consisting of four Nissen huts one mile round the aerodrome perimeter from the main site. An issue of 50 ladies' bicycles, as there was a shortage of the men's variety, helped the airmen get from their dispersed domestic site two miles to the west, but gave rise to some ribald comments.

December saw the first output of pupils to OTUs, but also the unit's first fatal flying accident, when Oxford BG240 crashed near Cawdor whilst practising single-engined flying. Because of the distance from the nearest available BAT Flight it was agreed with 21 Group that for the time being the pupils should be trained in general reconnaissance for Coastal Command. This obviated the necessity for Beam Approach courses, pending the opening of a BAT Flight affiliated to the unit.

Other difficulties in 1943 were brought about by the lack of RLGs. Local arrangements were made with Kinloss and Lossiemouth for the use of Forres and Elgin by

*'VR' hangar at Dalcross packed with Oxfords of 8 AFTS, September 1952 (R. Hendry).*

limited numbers of aircraft. After protracted negotiations with the MAP, permission was given also to use the SLG at Leanach. It was brought into service on June 6 1943, for the sole purpose of simulated night flying using sodium flares, specially lit instruments and blue goggles worn by the pilot. This was particularly important because of the few hours of darkness in the northern summer for real night flying.

The AFU was given two days' notice that Elgin would not be available after July 31 1943 and the possibility of finding alternative accommodation seemed unlikely. Some frantic enquiries resulted in the offer of Tain for up to seven aircraft at a time, thus stabilising the position once more.

From August 31 1943, the AFU course was extended to eight weeks, and in October to 12. Forres RLG was barred to the Oxfords from November 20 because of flooding and Leanach too had to be given up around this time. This situation was unlikely to improve, so Kinloss offered the use of its satellite at Brackla, AFU flying beginning there on December 3.

Yet another hindrance was caused by large-scale invasion exercises on the south shore of the Moray Firth. This forced the closure of the AFU's low-flying area because of artillery practice. The unit ORB noted: 'When aircraft appear, the nearest warship's signal lamps start working overtime. If any of the local





*Lysander of 2 AGS Dalcross (Via V.L. Winterburn).*

inhabitants read the Morse Code they would doubtless be most surprised by some of the warnings couched in the language of the sea rather than diplomacy!

Flying Training Command's New Year greeting for 19 (P)AFU was for the unit to expect disbandment on February 25 1944. Flying duly ceased on February 12 and all aircraft and pupils were transferred to 21 (P)AFU at Tatenhill in Staffordshire along with the majority of the instructors. The aircraft completed the long flight without incident, the only casualty on the move being the cockpit training fuselage on a Queen Mary trailer, damaged in a collision with an Army lorry 20 miles south of Dalcross.

Three first-line squadrons stayed for short periods in 1943. They were 88 Squadron with Bostons, which came on July 14 for an exercise, and a detachment of 63 Squadron's Mustangs, there from June 6 to June 14. At the end of December, 'B' Flight of 652 Squadron based Austers for combined operations training in the area. In May 1944, the aerodrome was made available for 19 OTU, so that unit could maintain its night flying programme during the few hours of darkness available.

Moving back to 2 AGS, this unit had taken part in a scheme to train former WAAF balloon operators as flight mechanics during 1943, and operated a miniature 'School of Technical Training' at Dalcross.

In December 1944, the AGS converted

from Ansons to Wellingtons, the Martinet being retained for target-towing, and also received a few Spitfires, whose greater relative speed made cine-gun training more realistic.

Field Marshal Montgomery landed at Dalcross on May 9 1944 and other unusual visitors that year included nine Halifaxes of 102 Squadron on December 13, diverting after operations, and, on December 26, 15 more Halifaxes, this time from 424 Squadron.

Unlike most AGSs which disbanded at the end of hostilities in Europe, 2 AGS lasted until November 24 1945. In January 1946, 122 Squadron brought its Spitfires here from Wick. It was renumbered 41 Squadron on April 1 and moved to Wittering on April 15 1946.

*Dalcross from an Anson 1944 (Via V.L. Winterburn).*



Dalross was by now the HQ of 13 Group, and its Communications Flight aircraft were kept here, although from 1947 it was operated by the MOA as Inverness Airport. From May 1951 until 1953, 8 AFTS was based with Oxfords, reflecting the demand for pilots during the RAF's Korean War expansion. Scheduled services by BEA continued alongside the RAF activity.

The airport was closed for almost all of 1974, airline services being transferred to Kinloss while the 06/24 runway was lengthened and strengthened to permit the operation of BAC 111s. Today the large 'VR' hangars are long dismantled, but the two wartime Bellmans and many 'temporary' buildings are still in use. Three roofless Blister hangars can be seen, and many local fences are made of Sommerfeld track and its steel pickets.

### Dallachy, Grampian

*28/NJ365635. 2 miles N of Fochabers on B9104*

The Dallachy Strike Wing was never as well known as the other Coastal wings operating from Banff, North Coates and Langham, but in its short period of existence it saw as much action as any. Consisting of 144, 404, 405 and 489 Squadrons, its Beaufighters ranged up and down the rugged coast of Norway. The tactical sequence was the cannon attack on the escort, the rocket attack and finally the torpedo launch at the main target. Losses from these operations were high, with a steady drain on crews from accurate flak and the German fighters which sometimes made an appearance.

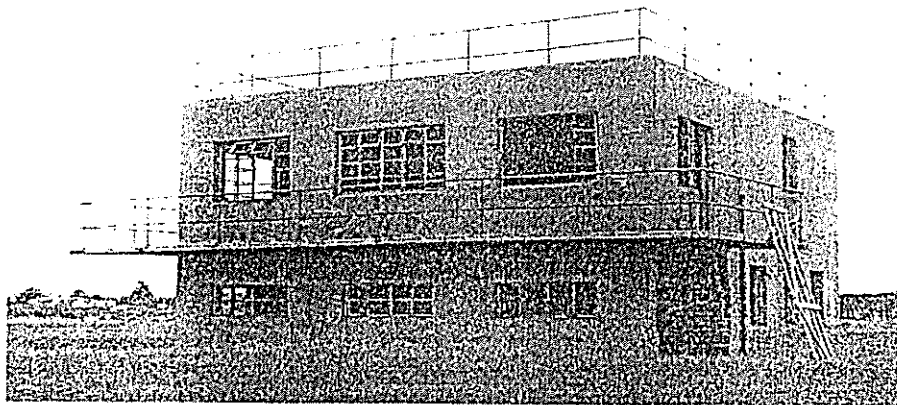
The Dallachy Wing was to remember February 9 1945 as 'Black Friday' because on this date no less than nine Beaufighters (six from 404) and an escorting Mustang failed to return. The target was reported by reconnaissance as a destroyer with escorts. A total of 31 Beaufighters took off from Dallachy and rendezvoused with 12 Mustangs, two ASR Warwicks following to locate any casualties.

The Banff Wing also took part in the strike as a separate formation, being intercepted by Fw 190s and losing one Mosquito, but not before they had severely mauled the attackers. Braving heavy flak from the ships and shore batteries, the Beaufighters blew up the destroyer and badly damaged a minesweeper and other craft. One aircraft had to force-land back at Dallachy with a 2 ft square hole in the tailplane and most of its companions had lesser damage. The next morning, 17 Beaufighters flew out in line abreast along the return track searching for survivors of ditchings, but found nothing.

On April 8 1945, 24 Beaufighters, accompanied by 14 Mustangs and the usual pair of Warwicks to patrol the home-bound leg, made a supremely difficult sortie against ships in a steep-sided fjord. Six were moored right against the cliffs at each end of the fjord and a steep dive was necessary to hit them. Two aircraft were lost during the attack and three others suffered hits.

The strike photographs in the Dallachy squadrons' ORBs show many scenes of Norwegian tranquility—fir trees, neat little houses, patches of snow, still water in tiny harbours; the only anomaly is a

*Dallachy tower.*



# Scotland

Square	NH	Eastings	7112	Northings	6890
1:10,000 Map	NH-76-NW	OS Sheet 1:50,000	021		
Survey Number	10	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Invergordon				
Site Type	Naval Port, Fuel Depot WWI WWII				
Location Details	Invergordon Port				
Part of	RN Fuel Tanks				
Region	Highland				
District	Ross and Cromarty				
Parish	Rosskeen				
County	Ross and Cromarty				
Description of site	Piers and oil tanks and many other buildings				
Construction	Brick concrete and steel				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P42				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Associated NMRS NH76NW64				

HIGHLAND REGION

ROSS AND CROMARTY DISTRICT

HIGHLANDS AND ISLANDS EURO CONST

ROSS, CROMARTY AND SKYE CO CONST



# Scotland

Square	NH	Eastings	715	Northings	605
1:10,000 Map	NH-76-SW	OS Sheet 1:50,000	027		
Survey Number	06	Survey Date	29-03-95		
Survey By	J A Guy				
Site Name	Blackstand (Black Isle)				
Site Type	Airfield WWII				
Location Details	East side of the B9160 at Blackstand				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	A few buildings are still extant				
Construction	All sorts				
SMR					
NMR	NH76SW21				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P42				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

No 12 WARD

Blackstand Wood

Easter Blackstand

Strath Burn

Nursery

Nursery

No 18 ED

Whitebog

Upper Whitebog

Upper Raddery

Den Burn of Raddery

Black Isle

270000m

LONG  
4° 10' W

71

72

73

engineer was sent from the Bristol Aeroplane Company to investigate the continued low standard of serviceability of the Martinets' engines.

An organisation was set up to deal with the diversion of operational Coastal Command aircraft during September 1944, and, in spite of limited refuelling facilities and problems with accommodation, the station was proud that the aircraft were sent out on time in every case. Refuelling parties worked throughout the night but the airmen concerned definitely felt that they were doing something important for the war effort. Training was almost as important but there was no glamour attached to it and little excitement, such as the night when a Liberator accidentally dropped a depth charge on the tarmac whilst taxi-ing. Thankfully it did not go off and an armament party came from Ballykelly next morning to deal with it.

No 12 AGS closed down on May 26 1945, having trained 47 courses of air gunners, the personnel of the uncompleted 48th course being sent to RAF Barrow to complete their instruction. The (O)AFU became 7 ANS on May 31 and was redesignated 2 ANS on June 4 1947. By now flying Wellingtons, it moved to Middleton St George on October 1 1947.

The airfield was reduced to Care and Maintenance in January 1948 but was reactivated in 1952 and 3 ANS formed on March 3 with Ansons and Varsitys. This unit disbanded on April 14 1954. Around 1955, the airfield was considered as a base for all-weather fighters and Operational Readiness Platforms were built at each end of the 06/24 runway, but no squadrons were ever sent there.

Being very exposed to the elements, Bishops Court had no less than 35 Enlarged Over Blister hangars by December 1944, as well as four 'T2's and full Mk II Drem lighting. Today, all the hangars have gone but the tower still stands and one of the runways is kept serviceable for occasional liaison flights to the adjacent radar site.

### **Black Isle, Highland**

*27/NH715605. 2 miles N of Rosemarkie off B9160*

Sometimes referred to as Fortrose, after the nearest town where the personnel were billeted, 42 SLG had its first trial on August 12 1941 when an Anson was

landed here. The official opening date was August 22, when it was affiliated to 46 MU, Lossiemouth. The consulting engineers, as with all SLGs in Britain, were Messrs Rendall, Palmer and Tritton.

The Beaufighter was the most numerous type stored here, but the greasy surface of the strip after rain caused difficulty with these heavy aircraft. On November 10 1942, Beaufighter *EL445* skidded and hit *EL533*, resulting in damage to both. A Halifax made a successful test landing in August 1942 but it was never found necessary to disperse four-engined types here.

The SLG acquired a Super Robin hangar from Lossiemouth in March 1944 and it was found to be just big enough to house one Beaufighter and two Defiants. The requirement for camouflage was no longer so important in the summer of 1944, and Black Isle, originally intended for the storage of 50-60 aircraft, found itself holding up to 117.

As soon as the European war ended, storage gave way to the breaking up of surplus Beaufighters, a working party from the Bristol Aeroplane Co being attached to 46 MU and its SLGs for the purpose. By the end of September 1945, the only aircraft left at Black Isle were two Warwicks in poor condition. After some remedial work they were flown out early in October, the SLG closing soon afterwards. The land is now a Forestry Commission nursery but several buildings survive.

### **Boa Island, Fermanagh**

*17/H115635. 5 miles W of Kesh on A47*

Pronounced 'Bo' and sometimes known as Rock Bay, this satellite to Killadeas was used by 131 OTU from May 31 1944. Catalinas and Sunderlands flew from here until March 1945. A few buildings and the slipway can still be seen today.

### **Bogs O'Mayne, Grampian**

*See Elgin*

### **Boulmer, Northumberland**

*81/NU255135. 2 miles E of Lesbury on unclassified road*

This was the rather obscure satellite of Eshott and it is thus ironic that it is still in active use by the RAF long after the grass grew in the cracked runways of the parent station.

# Scotland

Square	NH	Eastings	7963	Northings	6875
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	11	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	Nigg Ferry				
Site Type	Pillbox WWII				
Location Details	At the foot of Nigg Pier				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	Square Pillbox				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P43				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Nigg Pier was used for the submarine mine field. Torpedo tubes were also mounted on Nigg Pier				



# Scotland

Square	NH	Eastings	7960	Northings	6869
1:10,000 Map	NH-76-NE	OS Sheet	1:50,000	021	
Survey Number	01	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Nigg				
Site Type	Torpedo Tubes WWII				
Location Details	The torpedo tubes were positioned on the end of Nigg pier				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	The tubes were removed after 1945				
Construction					
SMR					
NMR					
Overall condition	Removed				
Risk Factor					
Photographs	No				
Bibliography	WO 199 88				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Three 21 inch Torpedo Tubes				

# Scotland

Square	NH	Eastings	7964	Northings	6890
1:10,000 Map	NH-76-NE	OS Sheet	1:50,000	021	
Survey Number	02	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Nigg				
Site Type	Submarine Mining Depot WWII				
Location Details	The depot is just North of the pier				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	Enclosed area with large building still showing the camouflage paint, Large concrete magazine with lightning conductors still in place. Railway lines leading to Nigg pier				
Construction	Concrete, Brick and Steel				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P43				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



ROSS AND CROMARTY DISTRICT

HIGHLAND REGION

HIGHLANDS AND ISLANDS EURO CONST

280000m

02'

79

LONG  
4° 01' W

870000m

EASTER ROSS ED

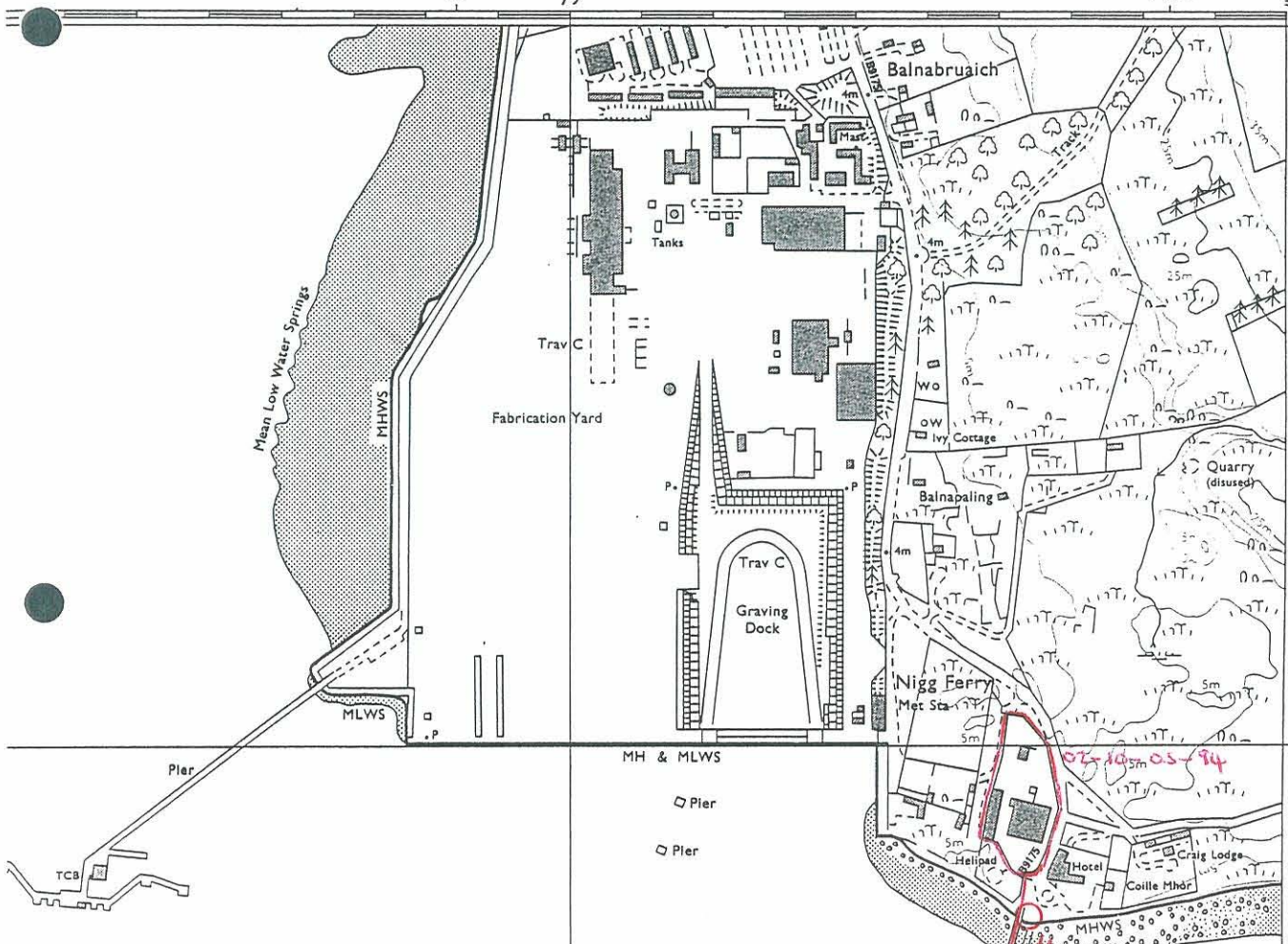
LAT  
57° 42'

ROSS AND CROMARTY CO CONST

No 19 WARD

68

41'



# Scotland

Square	NH	Eastings	7965	Northings	6718
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	02	Survey Date	29-03-95		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	Rifle Range WW1				
Location Details	Area adjacent to the shore to East of Cromarty				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Only part of the target mechanism remains				
Construction					
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	7850	Northings	6776
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	Port				
Location Details	Cromarty Harbour				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Piers				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

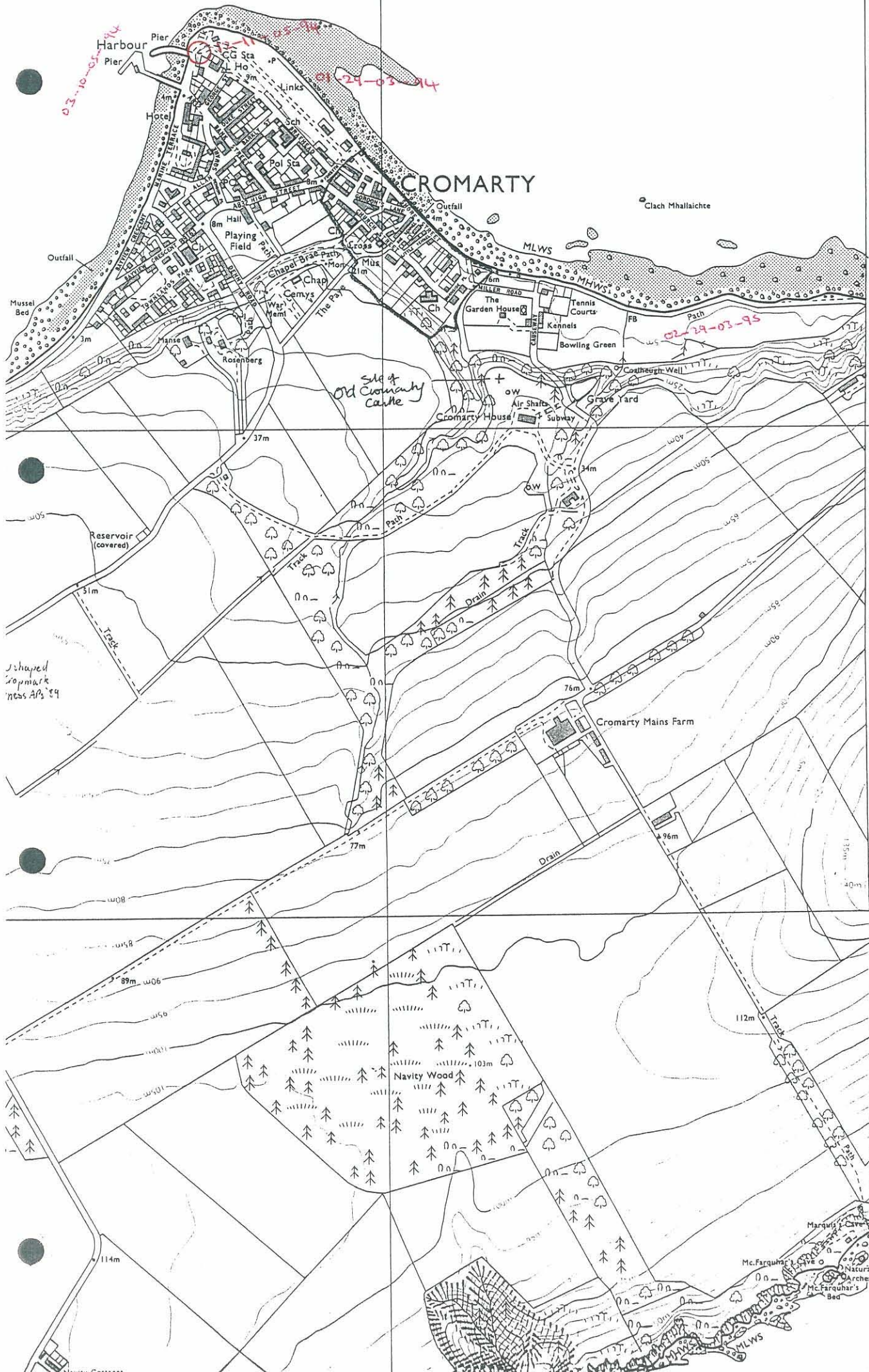
# Scotland

Square	NH	Eastings	7885	Northings	6767
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	01	Survey Date	29-03-95		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	Royal Navy Air Station WWI				
Location Details	The sea plane base was on the area now known as the Links on the North East side of Cromarty				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	At low water it is possible to see remains of the wooden slipway supports				
Construction					
SMR					
NMR					
Overall condition	Removed				
Risk Factor					
Photographs	No				
Bibliography	Airfield Focus 31. Invergordon				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	7863	Northings	6777
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	12	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	Cromarty Harbour				
Site Type	Control Tower WWII				
Location Details	Cromarty Harbour				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Two storey square tower				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P44				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Control Tower was one of three for controlling the flying boats based in the Firth				





67

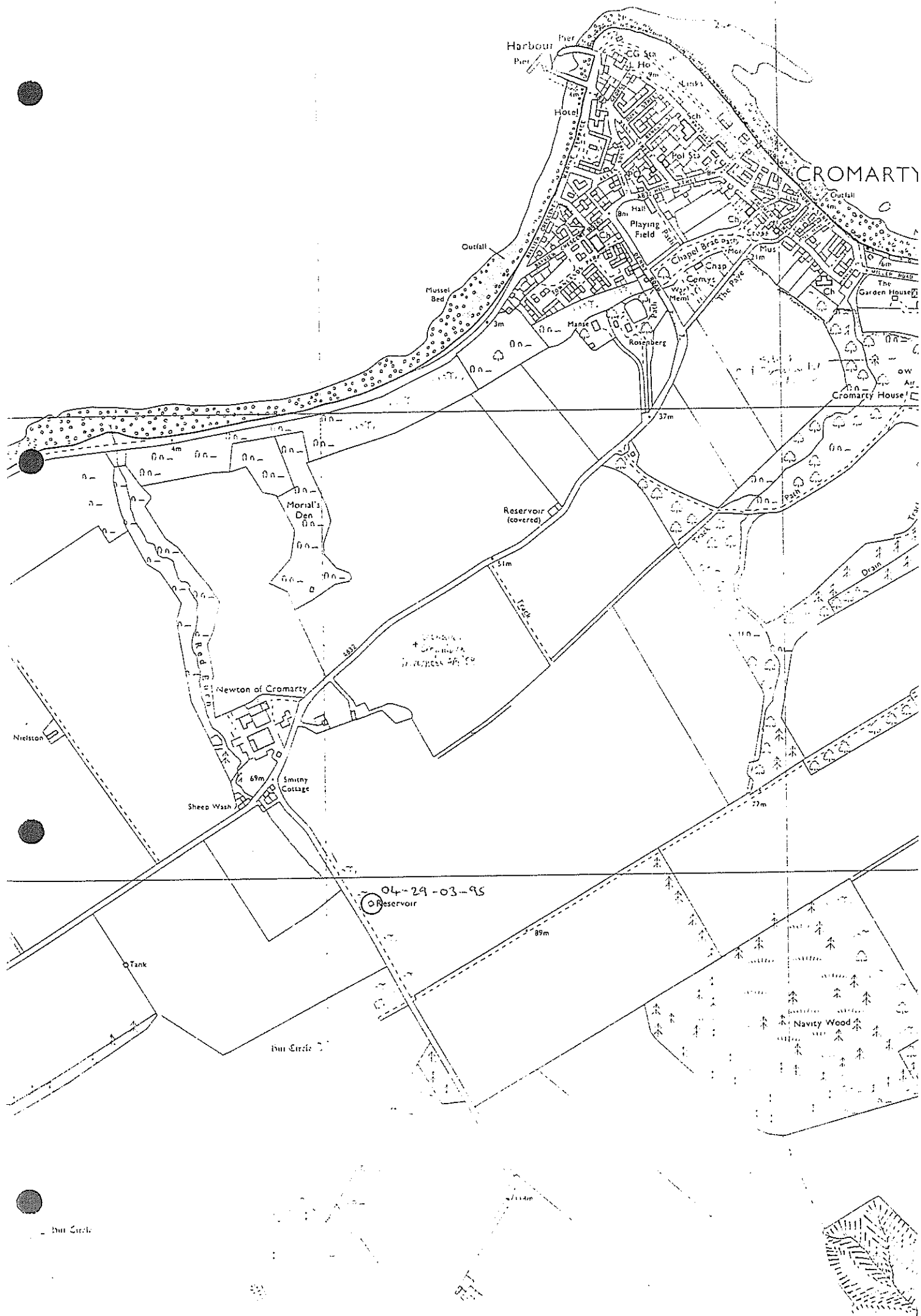
66

LAT  
57° 40'



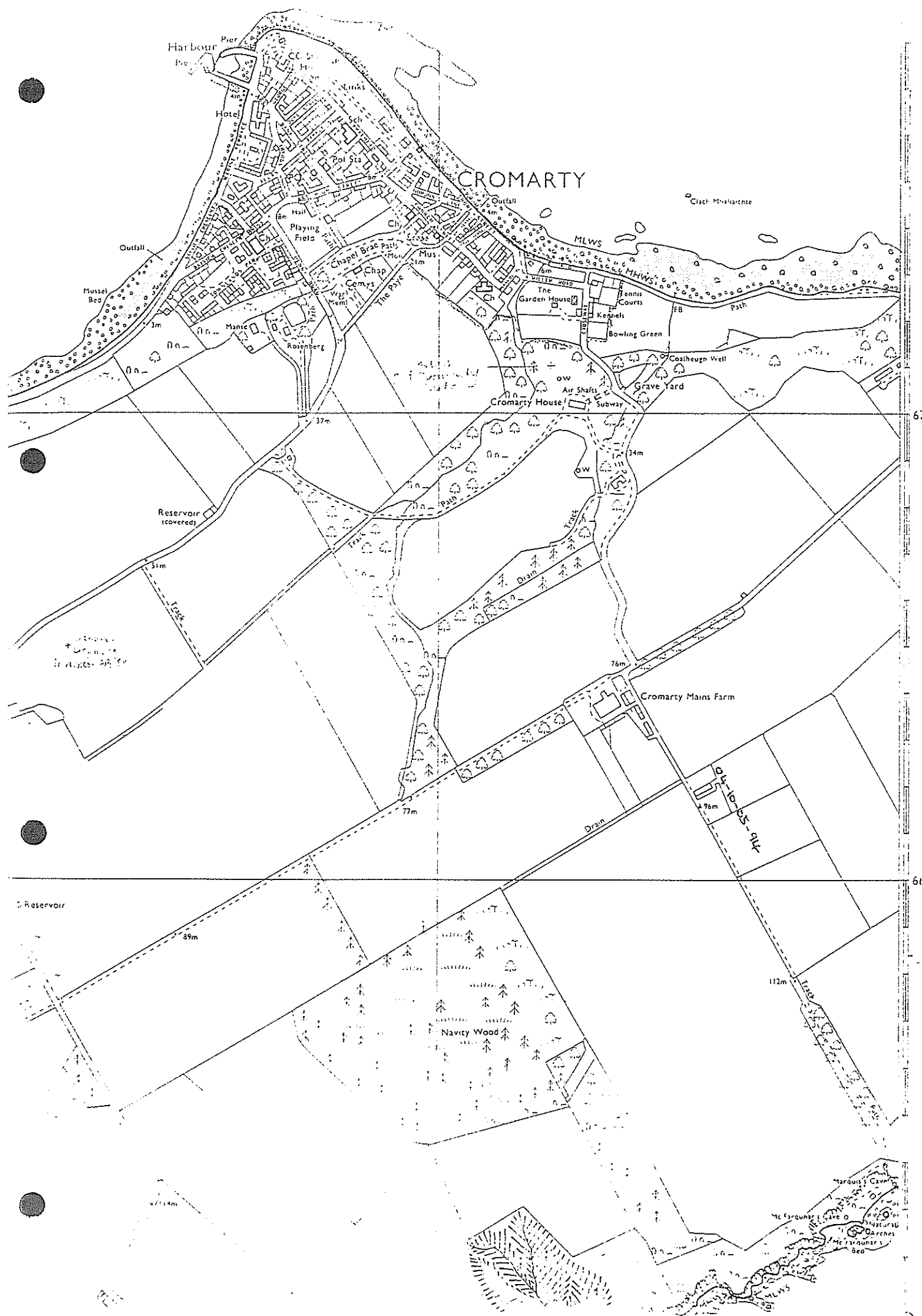
# Scotland

Square	NH	Eastings	7809	Northings	6594
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	027		
Survey Number	04	Survey Date	29-03-95		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	Pump House WWI				
Location Details	The pump house was in the field South of Newton of Cromarty. Once in a wood				
Part of	South Sutor Fort				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	It was a small brick building with a pitched roof. Now demolished				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P44				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	NH	Eastings	7960	Northings	6615
1:10,000 Map	NH-76-NE	OS Sheet 1:50,000	021		
Survey Number	04	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	WW1 Trench System				
Location Details	The trench system was in the field South East of Cromarty Mains Farm				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	All the trenches have now been ploughed out				
Construction					
SMR					
NMR					
Overall condition	Gone				
Risk Factor					
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

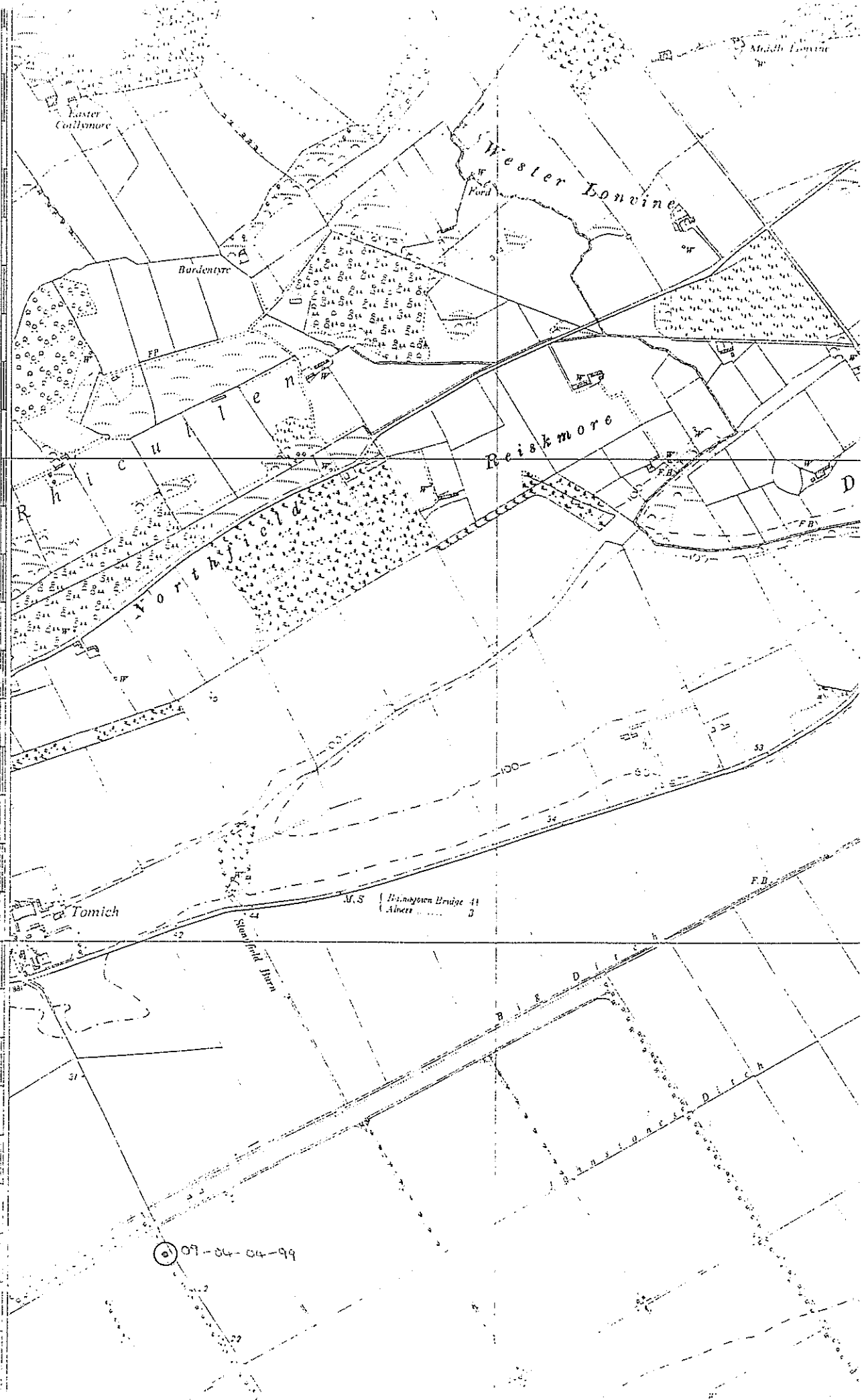
Square	NH	Eastings	7031	Northings	7035
1:10,000 Map	NH-77-SW	OS Sheet 1:50,000	021		
Survey Number	09	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Invergordon				
Site Type	Pillbox WWII				
Location Details	West side of road from A9 at Tomich to Invergordon				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Rosskeen				
County	Ross and Cromarty				
Description of site	Type 24 Pillbox				
Construction	Brick and concret				
SMR					
NMR	NH77SW55				
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P44				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

ROSSKEEN PH

72

71

Ainess 2 1/2 Miles



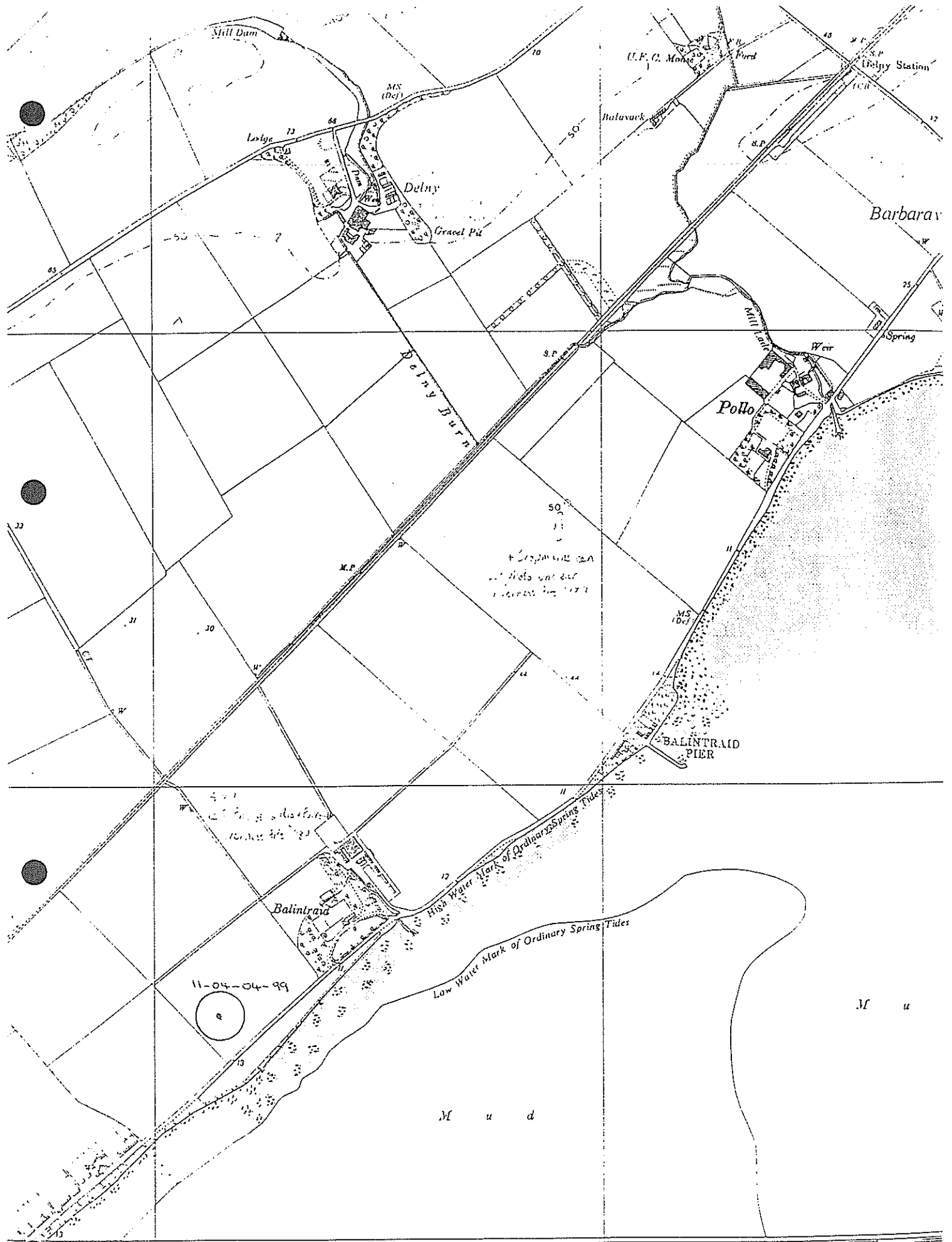
07-04-04-99

10 Metres

71

# Scotland

Square	NH	Eastings	7315	Northings	7050
1:10,000 Map	NH-77-SW	OS Sheet 1:50,000	021		
Survey Number	11	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Invergordon				
Site Type	Heavy AA Battery WWII				
Location Details	Saltburn. In the field South West of Balintraid				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Kilmuir Easter				
County	Ross and Cromarty				
Description of site	Houses are now built in the area once occupied by the Battery				
Construction	Concrete				
SMR					
NMR	NH77SW54				
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The battery was armed with 4 x 3.7 inch guns. The code was ING1				

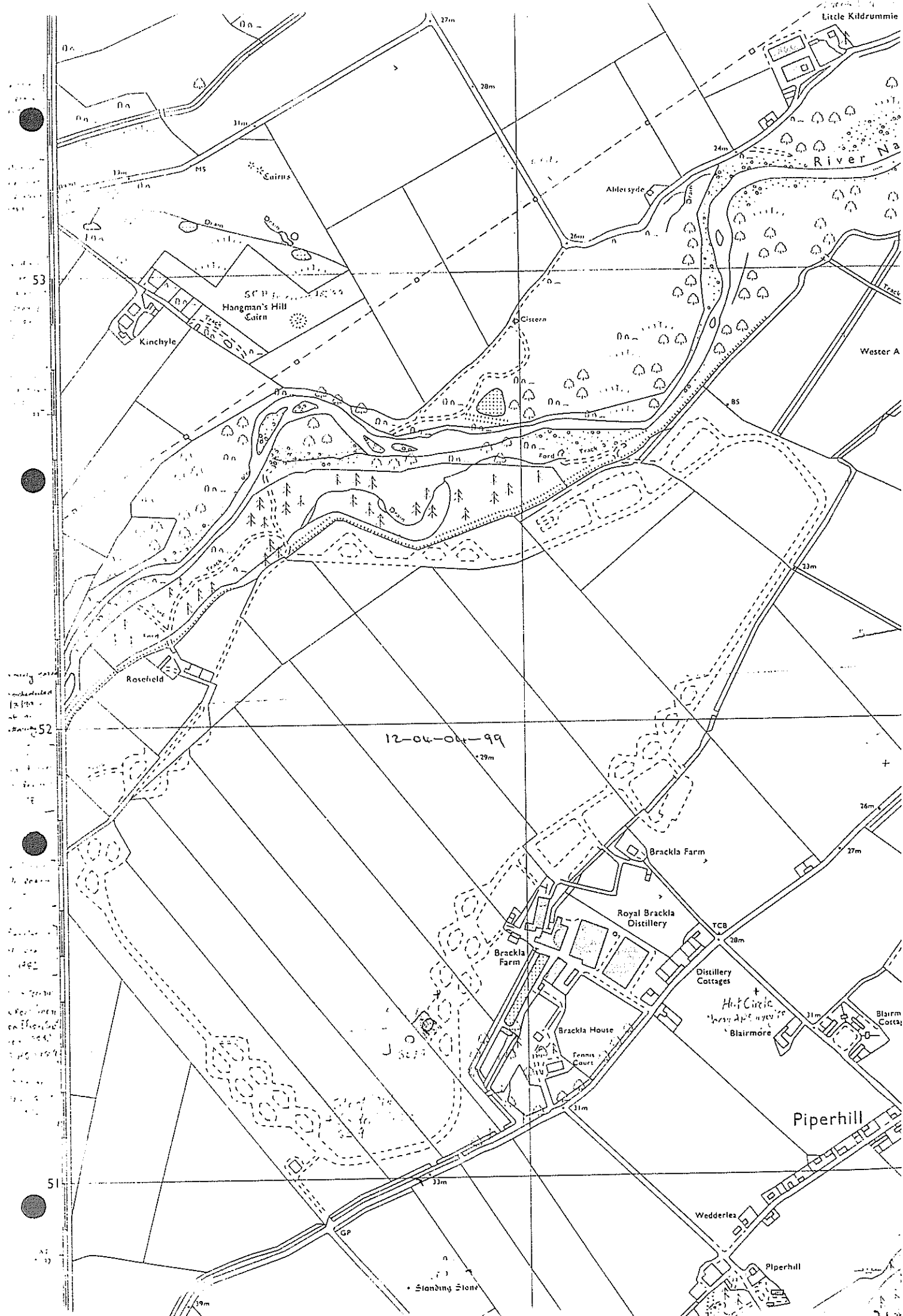


CROMARTY FIRTH



# Scotland

Square	NH	Eastings	855	Northings	520
1:10,000 Map	NH-85-SE	OS Sheet	1:50,000	027	
Survey Number	12	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Brackla				
Site Type	Airfield WWII				
Location Details	The area North West of Brackla House and Brackla Farm				
Part of					
Region	Highland				
District	Nairn				
Parish	Croy and Dalcross				
County	Nairn				
Description of site	Grass runways. Few buildings survive				
Construction	All sorts				
SMR					
NMR	NH85SE63				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



Little Kildrummie

River Na

Ablesyde

Hangman's Hill Cairn

Kinchyle

Wester A

Rosefield

12-04-04-99

Brackla Farm

Royal Brackla Distillery

Brackla Farm

Brackla House

Distillery Cottages

Blairmore

Blairmore Cottages

Piperhill

Wedderles

Piperhill

Standing Stone

coming increasingly evident that the running of an operational squadron at Bowmore would be very difficult during the coming winter months. A severe gale in the unsheltered mooring area would be disastrous and this, combined with the lack of a slipway and other maintenance facilities, resulted in the squadron moving to Castle Archdale at the beginning of November 1943.

Since about February 1943, Catalinas of 131 OTU Killadeas had been using Bowmore for alighting practice, even after the station closed down on January 15 1944. The marine craft section was retained on stand-by, however, for refuelling and flare-path duties for 131 OTU and any other diverted or transit aircraft.

One January night in 1944, a diverted Sunderland belonging to 422 Squadron sank in a gale whilst riding at anchor in Loch Indaal. Four of the crew were on board at the time and three of them managed to launch a dinghy. The second pilot was not able to reach it and was eventually rescued from the tailplane none the worse for his experience. The flying-boat base finally closed in July 1945 and peace returned to Loch Indaal.

### Brackla, Highland

*27/NH855520. 4 miles SW of Nairn on B9090*

Many airmen remember Brackla with a shudder, for after it became an Aircrew Allocation Centre late in 1944, scores were posted here direct from a tour of duty in the tropics. One ex-Catalina Flight Engineer arrived from Ceylon in January 1945 and found a Nissen hut in the Scottish winter unbearable even with six blankets!

The airfield started life, however, as an RLG for 2 AGS at Dalcross, opening in July 1941. It proved particularly useful the following winter when the parent station became somewhat the worse for wear and a drying-out period was needed. The RLG was extended in April 1942, having also housed a Conversion Flight of Whitleys from 19 OTU since January 7 1942.

No 2 AGS was still permitted to land at Brackla but used Leanach in preference, until asked by the MAP to go elsewhere. They began flying from Brackla again on December 5 1943, but it was made clear that, although the domestic buildings were occupied temporarily by soldiers, the

airfield belonged to Bomber Command as second satellite to Kinloss.

Since 19 OTU was not actually using Brackla during this period, another lodger, 19 (P)AFU, employed it as an RLG for its Oxfords from December 3 1943 until disbandment on February 25 1944. It had by now acquired wire mesh runways and four 'T2' hangars, none of which survives today. The OTU gave up Brackla on April 27 1944 and it was later used by 14 (P)AFU at Banff as an RLG from June 17 until September 1944.

The following month, four officers of 45 MU Kinloss inspected Brackla with a view to using it for the breaking down of Halifax aircraft and found it eminently suitable. They did not take it over, however, until February 7 1945 as 102 SSS. The first of 130 Halifaxes was ferried in on February 20 for long-term storage and eventual scrapping. The site is believed to have been active until late in 1946 and there is not much left to see apart from the usual collection of huts.

### Brunton, Northumberland

*75/NU205255. At Tughall off B1339*

With a decoy site at Elford, Brunton was occupied first by part of 59 OTU on August 4 1942, when 17 Hurricanes flew in from Longtown. The unit began to receive Typhoons in May of the following year for conversion flying but Hurricanes were still the main equipment. Under the *Saracen Scheme* 559 Squadron is recorded as being at Brunton in March 1943, but moved to Milfield in May.

By June 1943, 59 OTU had become the specialised Typhoon OTU, but, the supply of aircraft being limited, most of the training course continued to be done on Hurricanes until matters improved. Brunton's runways and perimeter track were by now showing signs of wear and an extensive reconstruction programme was started in the summer of 1943, carefully planned to keep disruption of flying to a minimum.

No 59 OTU disbanded in January 1944 to become the FLS with effect from the 26th of that month. Although Brunton was still nominally a satellite of Milfield, it seems to have been used very little by the FLS, apart from being a convenient target for small practice bombs. Refuelling and rearming exercises by the FLS were also carried out at intervals in 1944.

The FLS moved to Wittering on December 27 1944 and 56 OTU began to

# Scotland

Square	NH	Eastings	8050	Northings	6902
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	05	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Nigg				
Site Type	Coast Battery WWII				
Location Details	The Battery site is on the South side of the road to the East of Nigg, near Dunskeath Castle				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	The two gun emplacements and BOP have been collapsed				
Construction	Brick and concrete				
SMR					
NMR	NH86NW10				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P44 P45				
Bibliography	WO 192 246				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This Battery was known locally as Norwegion Battery. Battery armed with 2 x 6 inch Mk.XII guns on Mk.IX. Guns installed June 1940. The guns were put into Care and Maintenance in April 1945				

# Scotland

Square	NH	Eastings	8195	Northings	6892
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	06	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	North Sutor				
Site Type	Coast Battery 9.2/6 WWI WWII				
Location Details	The Battery is on the high ground South of Castlecraig. East of North Sutor. Searchlights below				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	The First World War and Second World War gun emplacements, magazines, BOP's and other structures are extant. Searchlights below				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P45 P46 P47				
Bibliography	WO 192 248				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Two 9.2 inch guns during WWI manned by the Navy. During WWII 2 x 6 inch Mk.VII guns on Mk.V mountings installed by May 1940. Replaced by 2 x 6 inch Mk.XXIV guns in April 1943. Removed November 1956				

# Scotland

Square	NH	Eastings	8285	Northings	6980
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	07	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	North Sutor				
Site Type	Radar Observation Post WWII				
Location Details	The OP is on the cliff top North East of Castlecraig				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	Observation Post which had a radar gantry over the top, engine room behind				
Construction	Brick and concrete				
SMR					
NMR	NH86NW9.01				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P47				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	8130	Northings	6871
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	08	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	North Sutor				
Site Type	Coast Battery 4 inch WWI				
Location Details	The Battery is situated at North Sutor				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	The four gun emplacements and magazines are extant. A reveted hole was the site of an engine room, it is now full of old barbed wire				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P48				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This Battery was only armed during WWI with 4 x 4 inch QF guns manned by the Navy				

# Scotland

Square	NH	Eastings	8256	Northings	6951
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	09	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	North Sutor				
Site Type	Counter Bombardment Observation Post WWII				
Location Details	The OP is situated on the Eastern corner of the wood to the East of Castlecraig				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	The Counter Bombardment Battery Observation Post is extant				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P49				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



METRES

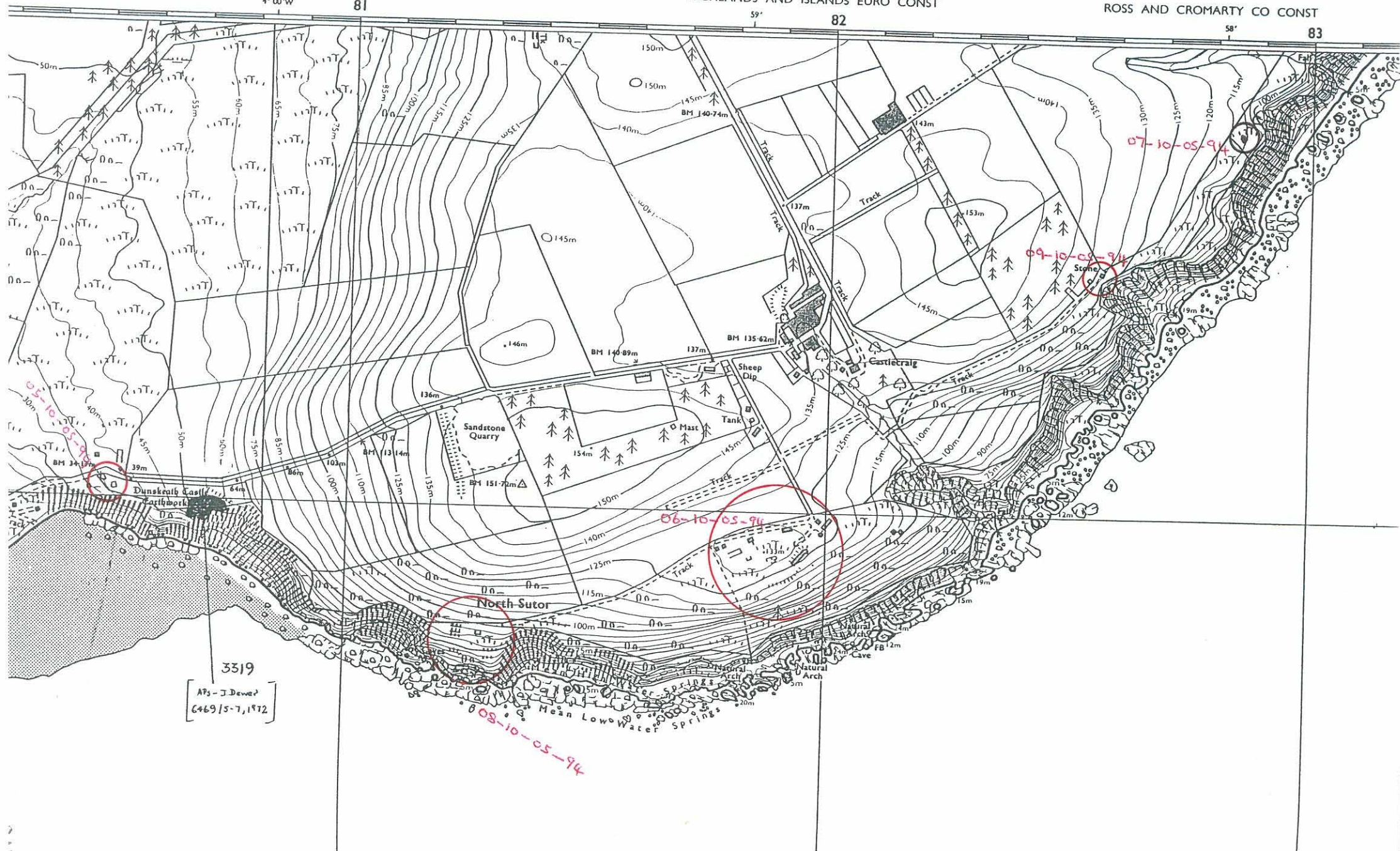
ORDNANCE SURVEY

HIGHLAND REGION

ROSS AND CROMARTY DISTRICT

HIGHLANDS AND ISLANDS EURO CONST

ROSS AND CROMARTY CO CONST



# Scotland

Square	NH	Eastings	8087	Northings	6726
1:10,000 Map	NH-86-NW	OS Sheet	1:50,000	021	
Survey Number	01	Survey Date	28-03-95		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Coast Battery 4 inch WWI				
Location Details	Down the steep slope just West of Charlies' Seat				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Emplacements for two WW1 4 inch QF guns with underground magazines behind. Two searchlight emplacements below. Remains of the camp site above				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P49 P50 P51 P52				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Original camouflage paint can still be seen in good condition in the entrance to the magazines				

# Scotland

Square	NH	Eastings	8086	Northings	6706
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	02	Survey Date	28-03-95		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Radar CHL WWII				
Location Details	On the hilltop above South Sutor				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	The site is partly demolished with only the engine room, two machine gun emplacements (LAA) and one other small building extant				
Construction	Brick and concrete				
SMR					
NMR	NH86NW1101				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P52 P53				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	There is a 1950's underground ROC Post on the same site. The WW2 ROC Post was on the top of Gallow Hill at NH 801 662 NH86NW13				

# Scotland

Square	NH	Eastings	8060	Northings	6693
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	28-03-95		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	ROC Post				
Location Details	On top of the hill above South Sutor Battery next to the CHL Radar site				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Underground ROC Post of the 1950's type				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P53				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

# Scotland

Square	NH	Eastings	8104	Northings	6698
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	01	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Coast Battery 9.2/6 WWI WWII				
Location Details	South Sutor Fort, at the end of the track coming up from Cromarty				
Part of	Coastal Crust				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Most building extant within metal fence				
Construction	Brick, concrete and wood				
SMR					
NMR	NH86NW1100				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P53 to P58				
Bibliography	WO 192 247/248				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This is probably the most complete Coast Battery in Scotland. This Battery was armed with 1 x 9.2 inch gun manned by the Navy during WWI. 2 x 6 inch Mk.VII guns on CPII mountings by November 1939. C & M April 1945. Removed 1956				

# Scotland

Square	NH	Eastings	8086	Northings	6705
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	02	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Fire Command Post WWII				
Location Details	The FCP is on the North side of the road just above South Sutor Battery				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Single storey Observation Post with several other room				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	Yes P59				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	From this post the Fire Commander controlled all the guns in this area				

# Scotland

Square	NH	Eastings	8088	Northings	6697
1:10,000 Map	NH-86-NW	OS Sheet	1:50,000	021	
Survey Number	03	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Port War Signal Station Navy Camp WWI WWII				
Location Details	Behind South Sutor Battery				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Port War Signal Station demolished, the hutted camp is in very poor condition				
Construction	Concret, wood and asbestos sheets				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Some				
Photographs	Yes Yes P58				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



# Scotland

Square	NH	Easings	8010	Northings	6705
1:10,000 Map	NH-86-NW	OS Sheet	1:50,000	021	
Survey Number	05	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Army Camp WWII				
Location Details	On the shore side of the track leading upto South Sutor Battery				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Most of the site is now hut bases, there are one or two buildings extant and lived in. One of these buildings is the Officers Mess which is now a private house				
Construction	Concrete wood and tin				
SMR					
NMR	NH86NW1102				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	One remaining wooden hut which is now lived in was the Officers Mess. Inside the building can be seen the Royal Artillery Badge painted on the wall				

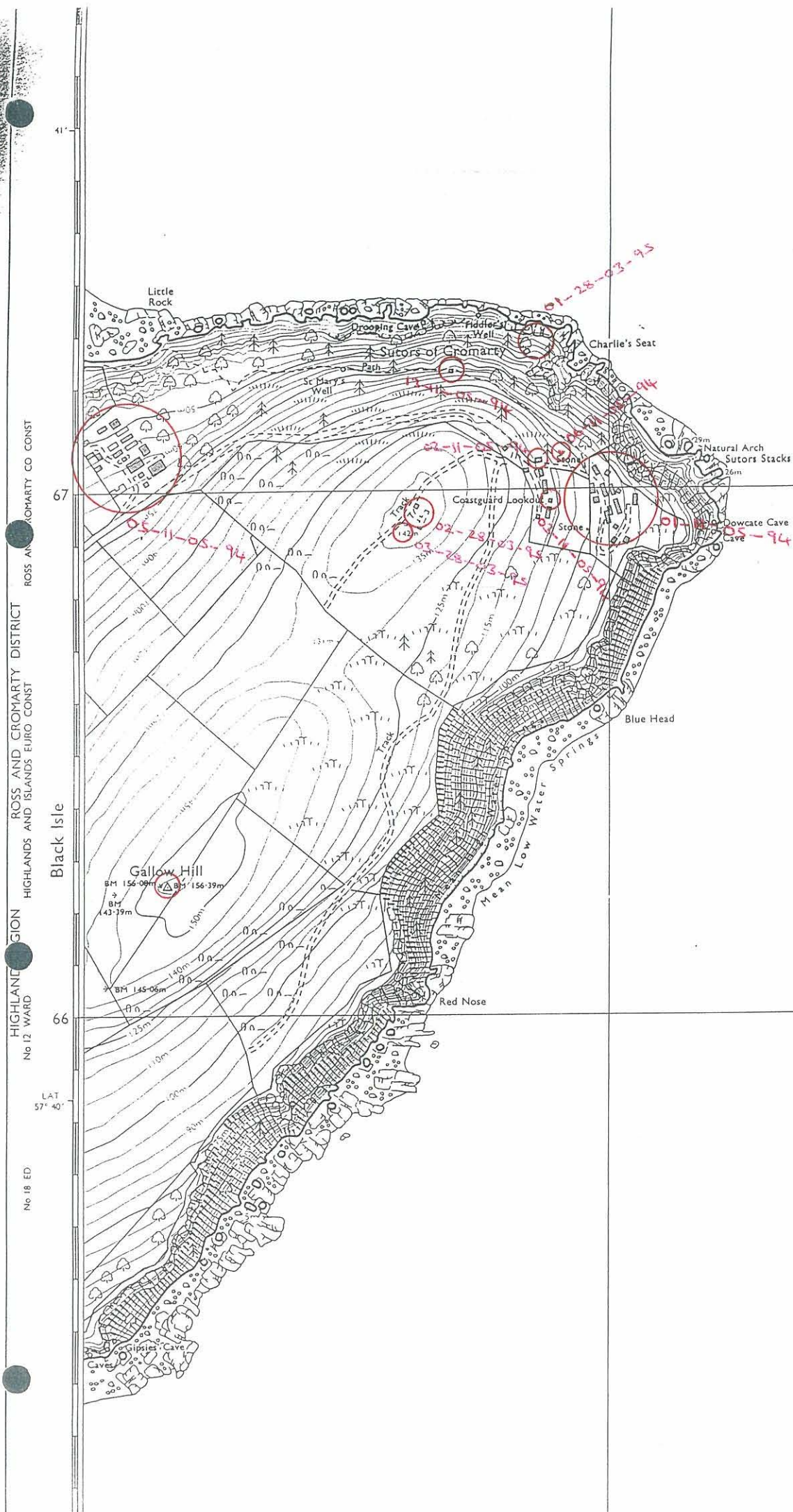


# Scotland

Square	NH	Eastings	8070	Northings	6722
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	13	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Submarine Mine Field Control Position WWII				
Location Details	Along the foot path that runs from South Sutor Fort back towards Cromarty below the road				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Small concrete building with lookout slits with steel shutters				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P59				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The Extended Defence Officer would have controlled the submarine minefield from this building				

# Scotland

Square	NH	Eastings	8091	Northings	6707
1:10,000 Map	NH-86-NW	OS Sheet 1:50,000	021		
Survey Number	06	Survey Date	11-05-94		
Survey By	J A Guy				
Site Name	South Sutor				
Site Type	Mine Watching Post WWII				
Location Details	This post is just below the Fire Command Post at South Sutor				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	Observation Post				
Construction	Concrete				
SMR					
NMR					
Overall condition	Good				
Risk Factor	Little or none				
Photographs	Yes P60				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	This observation post was used by the mine watching service, watching for enemy aircraft dropping mines in to the sea and recording their position				



# Scotland

Square	NH	Eastings	8000	Northings	6800
1:10,000 Map	NH-86-NW	OS Sheet	1:50,000	021	
Survey Number	10	Survey Date	10-05-94		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	Boom WWI WWII				
Location Details	Across from North Sutor to South Sutor. Exact locations not known				
Part of	Cromarty Defences				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty/Nigg				
County	Ross and Cromarty				
Description of site					
Construction	Wire, Chains and floats				
SMR					
NMR					
Overall condition	Removed				
Risk Factor					
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research	Yes				
Notes	The first boom that was constructed was layed across the entrance to the Firth				

# Scotland

Square	NH	Eastings	845	Northings	760
1:10,000 Map	NH-87-NW	OS Sheet 1:50,000	021		
Survey Number	08	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Fearn				
Site Type	Airfield WWII				
Location Details	Loans of Rarichie				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Fearn				
County	Ross and Cromarty				
Description of site	Many roads, runways and buildings extant				
Construction	All sorts				
SMR					
NMR	NH87NW2100				
Overall condition	Poor				
Risk Factor	Some				
Photographs	Yes P60				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Associated NMRS NH87NE33 34.00 34.02 34.03 34.04 21.01 21.02 21.03 21.04 21.05 21.06 21.07 21.08 21.09 21.10				



this direction. One of the first effects was that cross-country flying, hitherto unrestricted, needed permission from the operations room at RAF Wick before a flight north of Helmsdale. The small stock of bombs at the airfield was now augmented by many more from Wick, which was considered too vulnerable to attack to carry a large supply. The Evanton dump allocated bombs to Wick, Lossiemouth and Kinloss when required.

To help train soldiers who were to be posted to the Middle East, the Lysanders of 'B' Flight 614 Squadron arrived on detachment on June 11 1940. The AOS aircraft dropped 1500 practice bombs on the Tain Ranges during July, one Harrow being fitted with five bomb sights which saved a lot of training time. Wallaces were phased out in July and in September four Henleys were exchanged with RAF Jurby for four Battle target tugs. The venerable Harrows were replaced by Bothas in April/May 1941 and a station pipe band was formed around the same time!

Wimpey & Co commenced the construction of two runways in March 1942, and completed them in the autumn. Both are in reasonable condition today, but very short, and since the landing ground was so narrow, it was impossible to make them intersect at right angles, so crosswinds were still a problem. This led to the loss of Botha *L6242* on April 10 1943, when it got its port wing down in a crosswind, stalled and crashed on its back in the Cromarty Firth. The tide was out and the crew members were lucky to escape with minor injuries.

In April 1943, the Tain air-to-ground ranges ceased to function and a new site at Dornoch was opened. The unpopular Bothas were superseded in mid 1943 by Ansons fitted with a Bristol turret for gunnery training. The last Botha was flown to Abbotsinch for disposal on November 10 1943. A Manchester aircraft was flown in, its engines and mainplanes removed and the fuselage mounted on trestles for instructional purposes, including cockpit drill.

The last course of air gunners, No 138, comprised a polyglot collection of British, French, Norwegian, Czech, Polish and Belgian personnel. They were all awarded their brevets at a full station parade on August 18 1944.

From August 26, RAF Dalcross provided a Care and Maintenance party, the airfield being taken over by the RN on September 1 and commissioned as HMS

*Fieldfare* on October 9. No 4 OTU's TT Flight, which had lodged here for some time, departed from Tain on December 12 1944.

Many aircraft were stored at the RN Air Yard, on which £2 million was spent, particularly in the post-war period, the station being paid off in December 1947. Spasmodic use has been made of it since by civil aircraft. Loganair planned to operate services through here in 1966, but the idea was not developed.

### Fearn, Highland

*21/NH845760. 1 mile NW of Balintore on B9166*

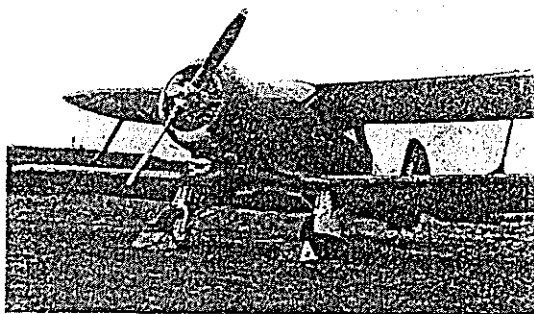
Fearn's mixed RAF/RN ancestry is betrayed by three runways, a three-storey tower and one surviving 'S' shed. (It once had some Bellmans too.) It was built as a satellite to Tain, opening late in 1941, but seems to have been used very little by the RAF. It was transferred to the Royal Navy and commissioned as HMS *Owl* on July 15 1942. Bomber Command wanted lodger facilities here for possible Norwegian operations and earmarked it for 83 Squadron, but the Navy refused permission.

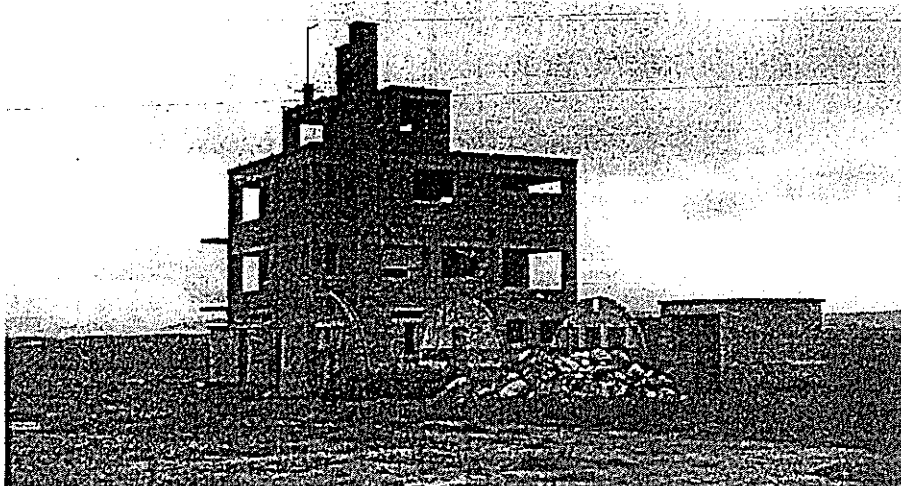
It became a torpedo school with accommodation for two TBR squadrons and a number of units flew the Barracuda from here. The first, 747, formed on March 22 1943 but moved to Inskip in Lancashire the following June, only to return in January 1944 and stay until October.

No 717 Squadron formed in July 1944 and left for Rattray in November. No 714, which had re-formed at Fearn in August 1944, also went to Rattray in October.

Several first-line Barracuda squadrons

*Beech Traveller at Fearn (Mrs E. Hall).*





*Standard naval tower at Fearn.*

worked up at Fearn, including 816 from March to July 1945, 817 from April to August 1945, 841 between February 29 and June 28 1944, 837 from November 1944 to April 1945 and 860 from November 1945 to May 1946. The nearby Tain ranges were used for torpedo practice. Also after the war 719 Squadron re-formed for strike training in March 1946 but took its Barracudas and Fireflies to Eglinton in May. A fighter affiliation squadron, 736B, based its Seafires here for part of July and August 1945.

Very unusual was 708 Squadron, the Firebrand Tactical Trials Unit which arrived from Gosport in December 1945 and disbanded in March 1946 after evaluating this troublesome aircraft. HMS *Owl* was then paid off on July 2 1946 and reverted to Care and Maintenance.

After the war it is said to have been used as a satellite by the Oxfords of 8 AFTS at Dalcross. However, one ex-pilot

told me that during his time at the school there were no RLGs available.

Loganair planned to link Fearn with several other Scottish airports, as it was the nearest aerodrome to the oil rig construction site at Nigg Bay. A long-term helicopter service direct to Nigg put paid to this idea.

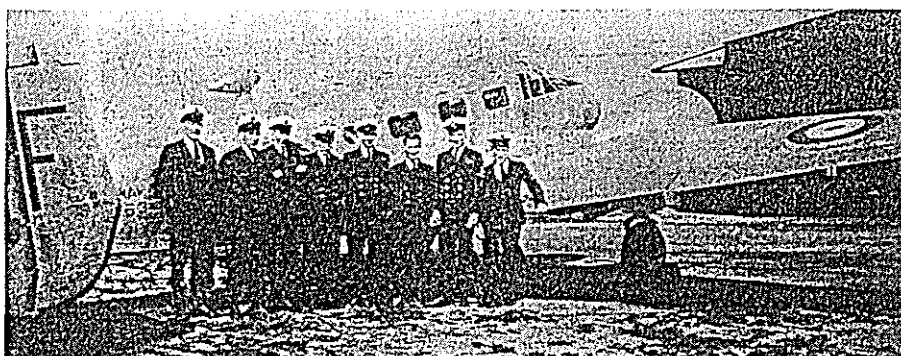
### **Findo Gask, Tayside**

*58/NO010215. 2 miles N of Dalreoch Bridge off A9*

I first visited Findo in 1974 and was pleased to find a large three-storey tower of the late war type that was built at Heathrow, Dumfries and Gaydon amongst others. A rusty 'T2' was the only hangar left, the seven Blisters having gone years before. The tower is only yards from the farm of Clathymore, which, surprisingly, was not demolished when the airfield was built. In 1981 things were much the same, except that the 'T2' had been reclad and renovated.

A grass satellite aerodrome, Findo had a lot of dispersed sites to the south-east and such ancillary structures as a Battle HQ and machine-gun range. SBA equip-

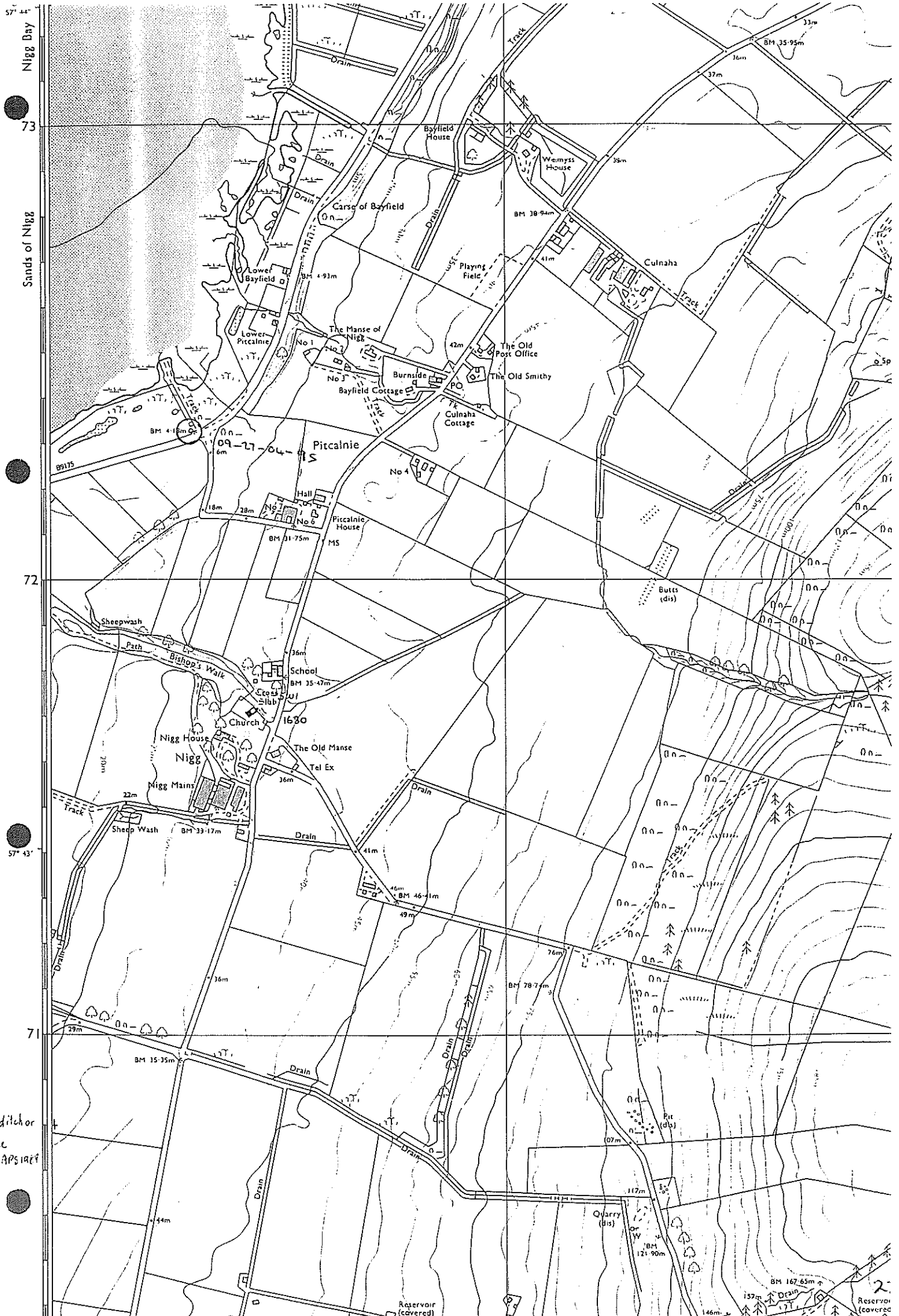
*Expeditors HD763 at Fearn 1946 (Mrs E. Hall).*





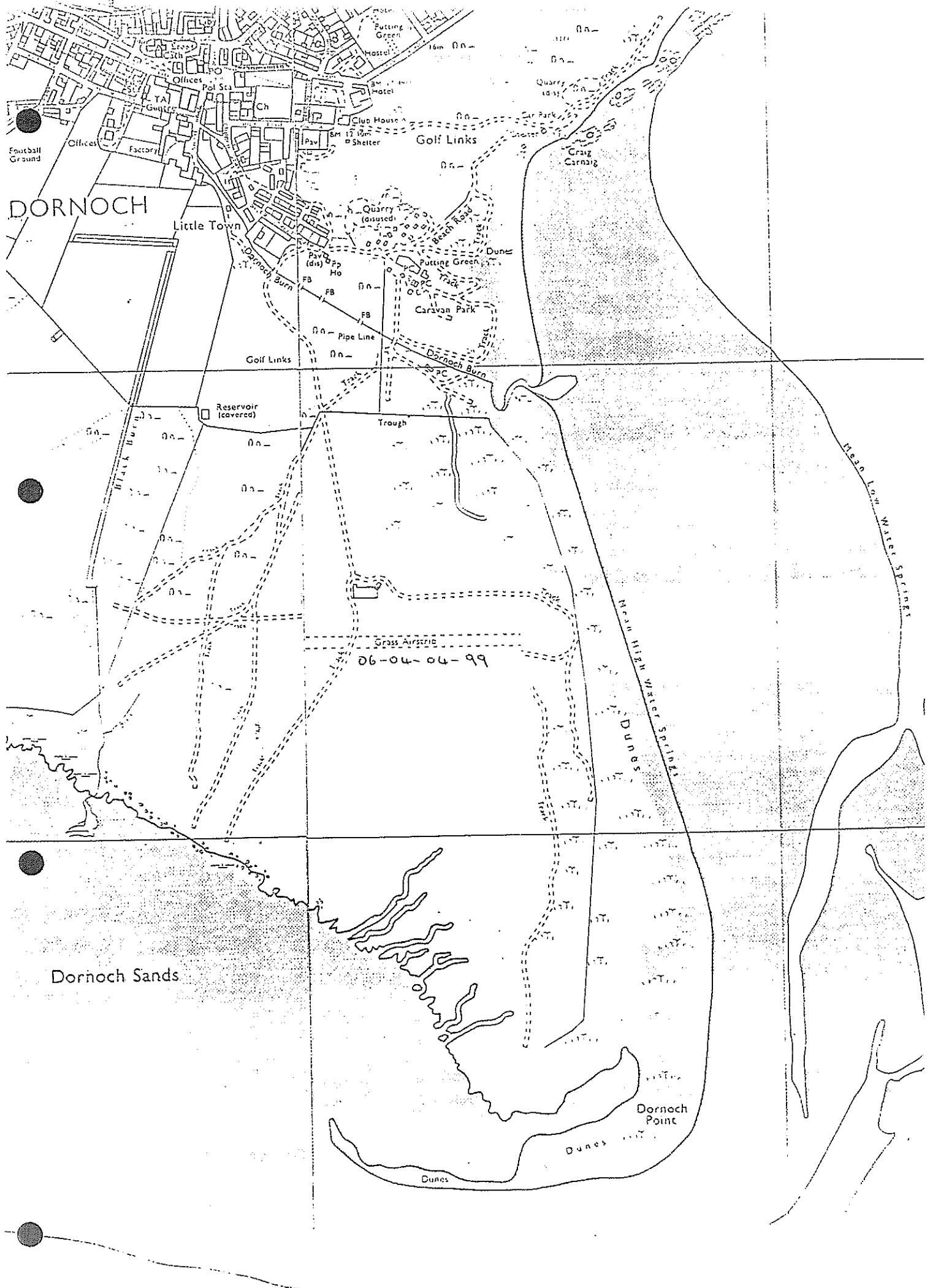
# Scotland

Square	NH	Eastings	8030	Northings	7233
1:10,000 Map	NH-87-SW	OS Sheet 1:50,000	021		
Survey Number	09	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Pitcalnie				
Site Type	Quadrant Tower WWII				
Location Details	The tower is on the West side of the B9175 North West of Pitcalnie House				
Part of	Nigg Bay Bombing Range				
Region	Highland				
District	Ross and Cromarty				
Parish	Nigg				
County	Ross and Cromarty				
Description of site	Two storey tower				
Construction	Brick and concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P60				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	There is another quadrant tower on the other side of the bay				



# Scotland

Square	NH	Eastings	8000	Northings	8800
1:10,000 Map	NH-88-NW	OS Sheet	1:50,000	021	
Survey Number	06	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Dornock				
Site Type	Airfield WWII				
Location Details	Air strip on Dornoch Point				
Part of					
Region	Highland				
District	Sutherland				
Parish	Dornoch				
County	Sutherland				
Description of site	Only the air strip could be seen				
Construction	Grass				
SMR					
NMR	NH88NW4				
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



of those for the axe and its work was gradually transferred to Belfast and Flectlands in Surrey. By April 1959 the process was complete and the last aircraft to leave the Yard, Skyraider *WT950*, was delivered to the AHU at Abbotsinch.

The airfield site is now divided between an industrial estate, where the Air Yard once stood, and a housing estate on the south side, on the site of the control tower and other hangars. Surprisingly, out of the collection of Bellmans, 'VR's and other types, not one hangar has survived. Some 20s style barrack blocks are still in use as offices, but of the flying field and its two short runways, only a few stretches of tarmac remain, still pathetically showing traces of the dotted white centre line markings.

### Dornoch, Highland

*21/NH800885. ½ mile S of Dornoch*

An unlikely place for an SLG, Dornoch was probably chosen because of the dearth of suitable level areas in this part of Scotland. It was actually sited on a golf course close to the sea shore, preparation cost about £38,000 and effective camouflage was virtually impossible. The Royal Golf Hotel in the attractive little town was taken over to provide billets for the airmen when the SLG, No 40, opened on August 8 1941.

Spitfires, Havocs and Whitleys were among the aircraft types stored here by 45 MU Kinloss. In September 1941, 41 Group Maintenance Command decided to offer the 46 MU SLG at Leanach to Flying Training Command and replace it with Dornoch. The latter was taken over by 46 MU on September 9 1943, who mainly used it for Beaufighter storage. There were 90 aircraft here in April 1944 and in July 108.

When the MU acquired Elgin as 105 SS the role of its SLGs was reversed, with aircraft being prepared for service instead of storage. The last took off on September 27 1945, and the final load of scrap from broken up machines was sent away in time for the closure date of September 30.

The strip was re-established in 1967. Loganair Services to Inverness and Wick were operated in 1972 but proved uneconomic. It is still used occasionally by light aircraft and there is no sign of any wartime buildings apart from a rather odd tin shed near the caravan site.

### Dounreay, Highland

*12/NC995675. 7 miles W of Thurso on A836*

Although started as early as 1942, Dounreay could hardly be called an action station as nobody seemed to want it. It only found its true role after the war, as we shall see.

In December 1942, the new airfield, intended for Coastal Command when completed, was inspected as a possible advanced base for bombing raids against Norwegian targets. The comments were not encouraging, it being noted that the aerodrome would be unsuitable for the operation of heavy bombers because neither of the two runways was aligned with the prevailing wind. The approaches, too, were poor because of the surrounding hills.

In January 1943, Coastal Command stated that it did not intend to occupy Dounreay because of a shortage of manpower and was prepared to offer its sole use to Bomber Command. Reading between the lines, it is fairly obvious that Coastal was anxious to keep bomber squadrons away from its more suitable but congested airfields on the north-east coast.

Another inspection was made in February when the runways were found to be nearly complete but with no facilities available. The officer reported: 'This aerodrome is on the extreme north coast of Scotland and is unsheltered from very strong gales, low cloud and very heavy rain, making it unfit for use consistently when the weather at Skitten about 30 miles away is fit. The prevailing wind is down the short runway which ends at the edge of a cliff and would require extending.'

When more or less complete in April 1944, the station was occupied by a Care and Maintenance party and the runways obstructed, a procedure which caused some grief to a USAAF Liberator off course on a flight from Labrador to Nutts Corner on June 3 1944. Coast crawling and hoping to find somewhere to land, the crew probably spotted Dounreay with some relief. Collision with obstacles caused some damage and parts were brought in via RAF Castletown in a B-17 to effect repairs. The Liberator was flown out successfully on June 12 and peace descended once again.

The Navy began to show an interest in Dounreay when an airfield with an

# Scotland

Square	NH	Eastings	830	Northings	820
1:10,000 Map	NH-88-SW	OS Sheet 1:50,000	021		
Survey Number	07	Survey Date	27-04-95		
Survey By	J A Guy				
Site Name	Tain				
Site Type	Airfield WWII				
Location Details	The airfield is at Fendon, mainly on the North side of the road between Tain and Portmahomack				
Part of					
Region	Highland				
District	Ross and Cromarty				
Parish	Tain				
County	Ross and Cromarty				
Description of site	Many buildings extant. Bombing range to the North which is still in use.				
Construction	All sorts				
SMR					
NMR	NH88SW1400				
Overall condition	Fair				
Risk Factor	Some				
Photographs	Yes P60 P61				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Operations Block to the South still has some original signs. Associated NMRS NH88SW14.01 14.02 14.03 14.04 14.05 14.06 14.07 14.08 14.09 14.10 14.11				

Fendom

No 20 WARD

Airfield  
(disused)

07-27-04-95

DESIGNATION BLOCK

The Admiralty placed one of its hangars at Sydenham at the disposal of Lockheed and four canvas Bessonneaux were erected adjacent to the wharf. It was then possible to assemble six aircraft a day and if necessary, by increasing the ground staff, up to 24 a day.

The Swordfish aircraft of 818 Squadron disembarked from HMS *Unicorn* on October 13 1943, being absorbed by 838 Squadron on November 1 when the aircrew left for Ceylon. A Corsair Squadron, 1831, was here for six weeks in November/December 1943 before disbandment. No 819 with Swordfish and Martlets came over from Inskip on November 14 prior to embarking on HMS *Activity* on January 12 1944. No 899 Squadron with Seafires followed on January 17, leaving on April 1 1944. No 857, an Avenger squadron, was here between July 15 and September 9 1944 and two more Corsair squadrons, 1850 and 1851, disembarked from December 6 to February 12 1945 and from January 14 to March 6 1945, respectively. The station was renamed HMS *Gannet III* on April 30 1945.

Belfast was unique in the UK in having fuelling facilities, an aerodrome and a wharf adjacent to deep water, all of which made not only the servicing of aircraft carriers relatively easy, but also allowed aircraft to be hoisted directly on to escort carriers. When the Royal Navy took over Sydenham, plans were prepared for the building of a second airport wharf, so as to enable the increased number of aircraft carriers coming into service to be berthed without delay. Construction was delayed, however, as the only possible site fouled the approach path to one of the runways. Only when a new runway had been built was construction approved but it was not completed until the end of the war.

Shorts found some work in the late '40s civilianising the Seaford flying boat as the Solent. The main runway at Sydenham

was extended to 2,000 yds in the mid-'50s for the test-flying of Short-built Britannias and the firm was also building Canberras under sub-contract. The adjacent wharf came into its own again in 1954/55 when the company gained a contract to handle cocooned aircraft brought over from the USA as deck cargo. The types handled were Harvards and Sabres at first and then F-84s and T-33 trainers.

The Royal Navy ran an Aircraft Maintenance Yard on the other side of the airfield employing much local civilian labour in the repair of such aircraft as the Barracuda and Sea Otter. It went on to overhaul Sea Hawks, Sea Vixens and then Buccaneers. The facility was transferred to the RAF in July 1973 and closed in April 1978.

Shorts built and flew the SC 1 VTO research aircraft which contributed directly to the later success of the Harrier. At the opposite end of the scale, the firm designed the giant Belfast freighter, but, after the ten ordered by the RAF, it failed to attract any more orders. It was the Skyvan which made its first flight from Sydenham on January 17 1963 which has provided Shorts with a steady income up to the present. The SD3-30 airliner, built on the same 'box with wings' principle, but with a much longer fuselage, more powerful engines and retractable undercarriage, is a worthy successor and looks fit to keep the work-force busy for a long time to come.

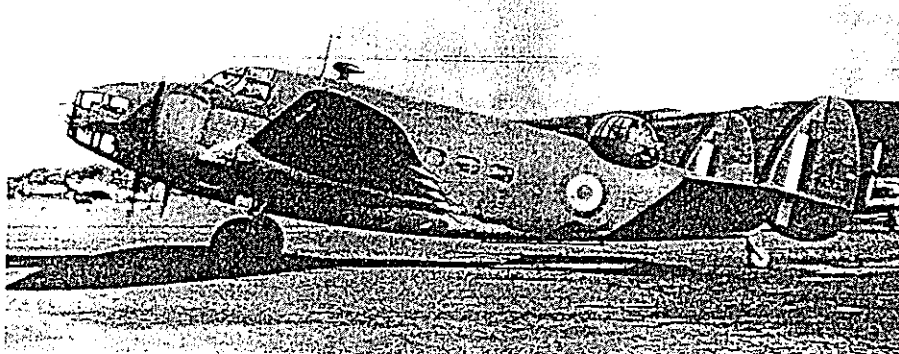
The airfield was renamed Belfast Harbour in the '70s to give a better indication of its convenient position and it serves as a useful diversion for Aldergrove on occasion. The control tower is a three-storey naval type and many distinctive naval hangars can be seen along with RAF varieties like the Bellman and 'T2'.

### Tain, Highland

21/NH830820. 2½ miles E of Tain

Developed from a pre-war landing ground serving the Tain Ranges, Tain opened on September 16 1941 as a Fighter Sector Station to bridge the gap between Scapa

*Hudson N7263 of 24 Squadron at Sydenham on October 21 1940 (Via E.A. Cromie).*





# Tain Western Highlands

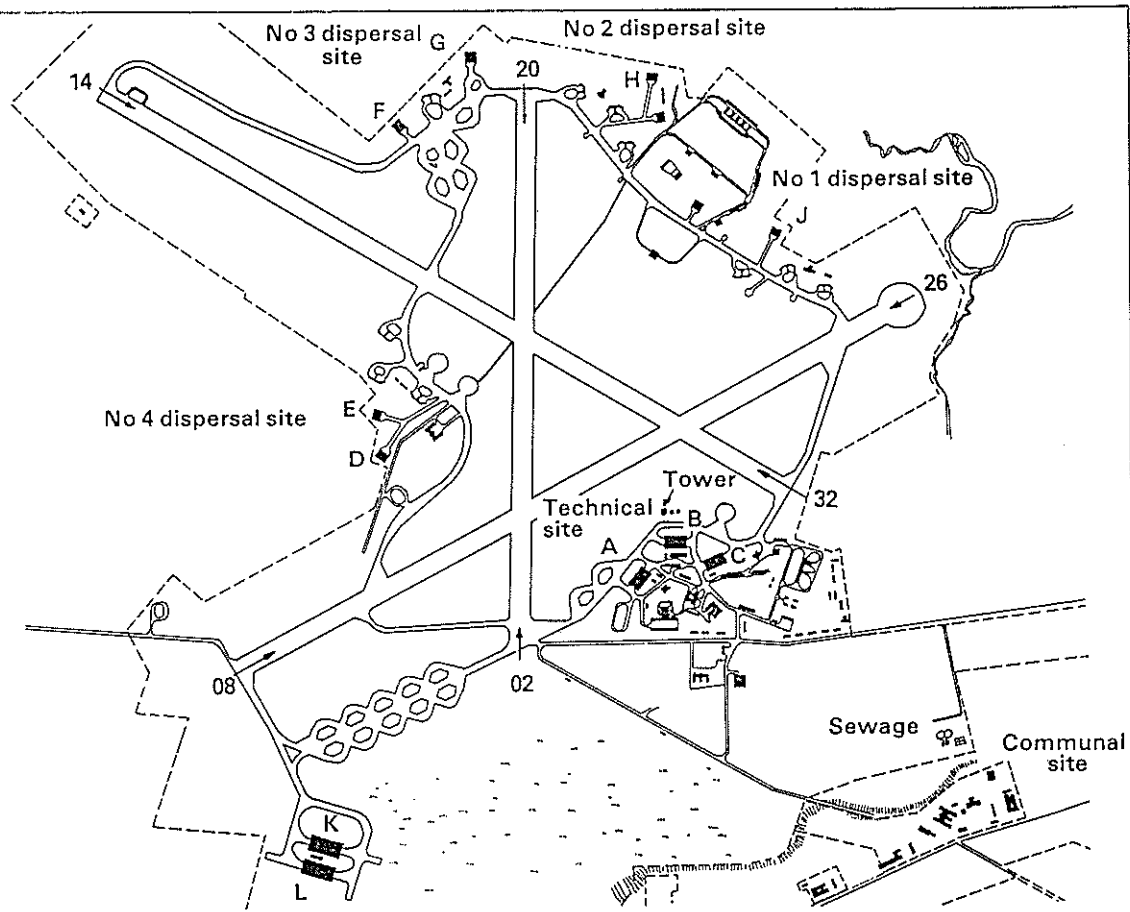
As at July 1945  
57° 49' N 03° 58' W



Runways:  
02/20 4,350 ft  
08/26 5,600 ft  
14/32 6,000 ft  
all 150' wide

Hangars:  
A-C Bellman  
D-J Blister  
K-L 'T2' Type

0 1,000  
ft



and the northern flank of the Turnhouse Sector. The satellites were Fearn and Elgin and Hurricanes of 17 Squadron began to operate immediately. They moved to Catterick on October 31 and were replaced the following day by 'B' Flight of 123 Squadron detached from Castletown for sector reconnaissance and convoy patrols. The expected action in this part of the world was not forthcoming, all the *X-Raids* intercepted turning out to be friendly aircraft.

In March 1942, 801 Squadron of the FAA took over the patrols with sea Hurricanes in expectation of enemy resistance to a number of Bomber Command raids being carried out from Tain against the *Tirpitz* and other warships at Trondheim.

The Halifaxes of 76 Squadron had landed at Tain on March 27 1942 and after some preparation at the advanced base, they took off for Norway on the evening of March 30. The results were inconclusive and one aircraft failed to return. After five days on standby for further sorties, the squadron left for base at Middleton St George.

The Halifaxes returned late in April and made further attacks on the *Tirpitz* on April 27 and 28. Bombs of 4,000 lb were dropped but no hits could be seen through the smoke-screen. On April 29, 801 Squadron went to Turnhouse and the next day 76 Squadron left also, leaving the station bereft of operational aircraft.

The first American aircraft to land here was a Vindicator on April 23 1942. Although quite a familiar sight in Royal Navy marks, to whom it was known as the Chesapeake, this was a US Navy aircraft operating from the USS *Wasp* then in Scapa Flow. The pilot had lost his way flying from Hatston to Longman. In May

a Liberator landed at Tain, a foretaste of the aircraft to be stationed here later in the war.

In June 1942, the station ORB commented: 'A strong west-wind made the aerodrome rather like the Libyan Desert with flying sand. There is no doubt the completion of the station and its efficient appearance has reacted favourably on general morale and discipline. A few months ago it was nothing more than a contractor's dump; there was no incentive for smartness.'

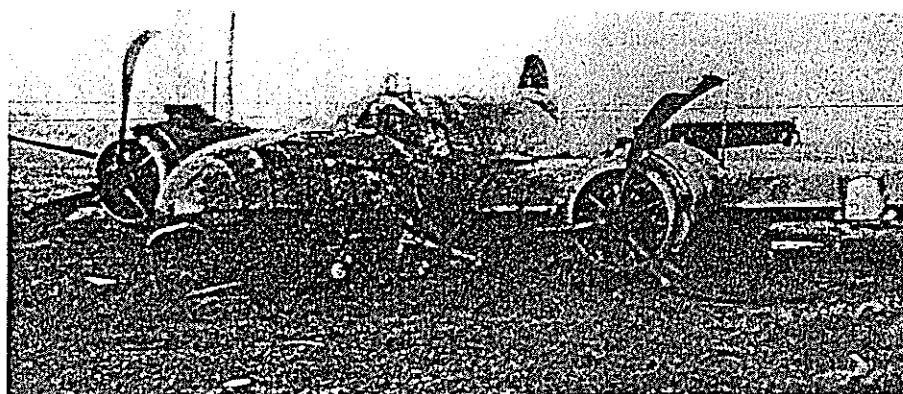
Flaming June was something of a joke in the North, despite rumours of heatwaves in Southern England, there was snow on the hills north of Dornoch and the airmen had to look at their diaries to reassure themselves that it really was summer. The airfield was still without aircraft and the staff began to wonder if Tain was marked on the maps at Whitehall and Kingsway!

A further indignity occurred when the satellite at Fearn was reallocated to the Admiralty. However, matters did improve slightly on June 15, when CCDU moved in from Ballykelly with a small collection of Beauforts and Hudsons, an Oxford and a Wellington.

Tain was already a designated advanced base for Bomber Command and the USAAF was now also to be allowed to use it if necessary. At the end of October 1942, a party of American engineers arrived to lay down extensions to the north-east/south-west runway and in the process to gain valuable experience in airfield construction. During the same month, arrangements were made with Fearn for FAA aircraft to carry out night-flying from Tain twice a week. As there were better facilities here, maintenance of FAA aircraft was also carried out until Fearn was developed.

The New Year saw some activity when aircraft from three squadrons—Beaufighters of 254 and Wellingtons of 311 and 547—arrived in January. The station was transferred to the control of Coastal Command on February 22 1943 and there now followed a rapid turnover of strike

*Albemarle P1431 of Coastal Command Development Unit at Tain on October 21 1942 after crash-landing with a runaway propellor. The picture was taken before the fire tender arrived! (P.J. Blandford).*





*Tain's operations block.*

and shipping recce squadrons for varying periods. On March 11, for example, the Hampdens of 415 Squadron carried out an armed recce off Norway with torpedoes. Although no enemy ships were sighted, one aircraft failed to return and five diverted to Dyce on the way back.

In April, 404 Squadron's Beaufighters made their first sorties from Tain, attacking shipping off the Norwegian coast with cannon fire. On April 8, the Beaufighters of 144 Squadron arrived from Leuchars and were to make many operational flights from Tain before going north to Wick on October 20 1943. April 21 serves as a typical example of the Squadron's operations. Four Beaufighters took off on a patrol and sighted a motor vessel of 4,000 tons with two escorts. The ship was left listing heavily and covered in smoke and steam. The escorts, too, were strafed and severely damaged. Two more Beaufighters went out again in the afternoon but were intercepted by Bf 109s. One of the Beaufighters, too late to make cloud cover, was hit badly, the radio being wrecked and the navigator wounded. The fighters finally broke off, probably out of

ammunition, leaving the Beaufighter to limp back to Tain. The undercarriage collapsed on landing and the crew just managed to escape before the aircraft caught fire.

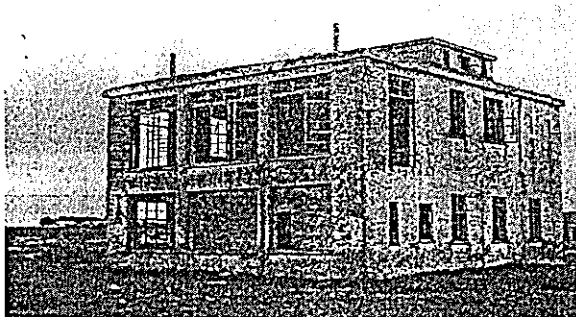
Non-operational movements at the station were generated by No 1 Torpedo Refresher "School, which, as its name implies, kept Coastal Command crews up to date in the skills of weapon delivery. A Rocket Projectile Flight was also part of the school, using a ship-towed target. Royal Navy crews also attended the courses in association with nearby Fearn, 815 and 817 Squadrons with Barracudas being attached for the first two months of 1944. No 1 TRS had, incidentally, formed in January 1943 as an offshoot of CCDU, which left Tain for Dale in April 1943.

No 186 Squadron was here from January to March 1944, during which time it converted from Typhoons to Spitfire VBs before moving south to Lympne. In mid-March the North Coates Wing was posted to train for a special operation (presumably against the *Tirpitz*) which in the event did not materialise. A total of 40 Beaufighters landed, supported by eight Dakotas of 271 Squadron with spares and ground crews. Further back-up was provided by four Warwicks of 280 Squadron on detachment from Thornaby and three Wellingtons from Bircham Newton. All this preparation came to nought however, and the aircraft left a few days later.

In the meantime, the north-east/south-west runway had been further extended with PSP by a Works Flight from RAF Oban. Diamond-shaped hardstandings had also been built and the station was now ready to accept Coastal Command Liberator Squadrons. No 86 Squadron had already been operating a Liberator detachment from here for a week in July 1944 to meet a concentration of U-boats off the Norwegian coast and even before that, an 86 Squadron aircraft flying from Tain on June 26 had sunk a U-boat.

No 311 Czech Squadron arrived on

*Watch tower at Tain.*



August 7 for patrols off the Norwegian coast, also with Liberators. Other lodgers were a detachment of 547 Squadron with Wellingtons and the TT Flight of 4 OTU with two Oxfords and five Martinets. The latter moved here from Evanton on December 10 1944.

In March 1945, 86 Squadron began to use Mk VIII Liberators with an endurance of 10½ hours. Patrols were uneventful until May 5 when G of 86 Squadron spotted three fully surfaced U-boats off Denmark, one of which was being attacked by a Wellington of 547 Squadron. The Wellington was hit by flak and dived into the sea leaving one airman clinging to a dinghy. Two of the submarines had by now submerged but the third was bombed by the Liberator. Straddled by depth charges it sank stern first leaving 40 survivors in the water. A light ship about a mile away lowered a boat to pick them up and the circling Liberator was able to direct attention to the Wellington crewman, who was also rescued.

The last days of the war were spent in shadowing surrendering German U-boats and in June, 311 Squadron was transferred to Transport Command and left for Oakington. No 86 Squadron went to the same base on August 14 and left the station to 519, the Met Squadron, which arrived from Wick on August 17 with Halifaxes, Spitfires and a few Fortresses. The stay was short and they moved to Leuchars on November 8 1945. No 1 TRS, by now renamed 1 TTU, occupied the airfield for its final year and when the Beaufighter Xs left for Thorney Island on November 13 1946 it reverted to Care and Maintenance.

Back in January 1945, the Navy had requested an airfield near the Moray Firth for torpedo training, Tain or Leuchars being suggested, but events overtook the requirement.

There is still an RAF Tain, but the name applies to the permanently staffed air-to-ground weapons range on the coast adjacent to the old airfield. It is heavily used by the RAF, USAF and other NATO air arms and there are two helipads near to range control. These are available as a forward refuelling base for Lossiemouth helicopters on search missions when necessary.

There was a range here before the war and in 1940 it was obstructed with coils of barbed wire and old cars to prevent German troop carrier landings. The airfield was built on part of the original ranges.

In a small copse about a mile from the airfield is an impressive and atmospheric survival—the operations block. It was originally intended to control the Tain Sector and the usual miniature theatre with raised balcony was provided. Surprisingly, it is unvandalised. One enters through a door marked 'All Aircrew' and an arrow points down the steps. Other readable inscriptions include 'Tactical Library'. A good torch is essential to penetrate the gloom as no windows were provided of course. The trunking for the gas filtration and air supply is all still in place.

One feels an intruder in this building, it seems like a piece of history suspended in time. It needs to be preserved as a memorial to all the Beaufighter and Liberator crews who jostled through its doors with their charts and wind forecasts and flying gear to the waiting truck for the dispersal point. So many never saw Scotland—or anywhere—again.

### Tealing, Tayside

*54/NO405370. 3 miles N of Dundee off A929*

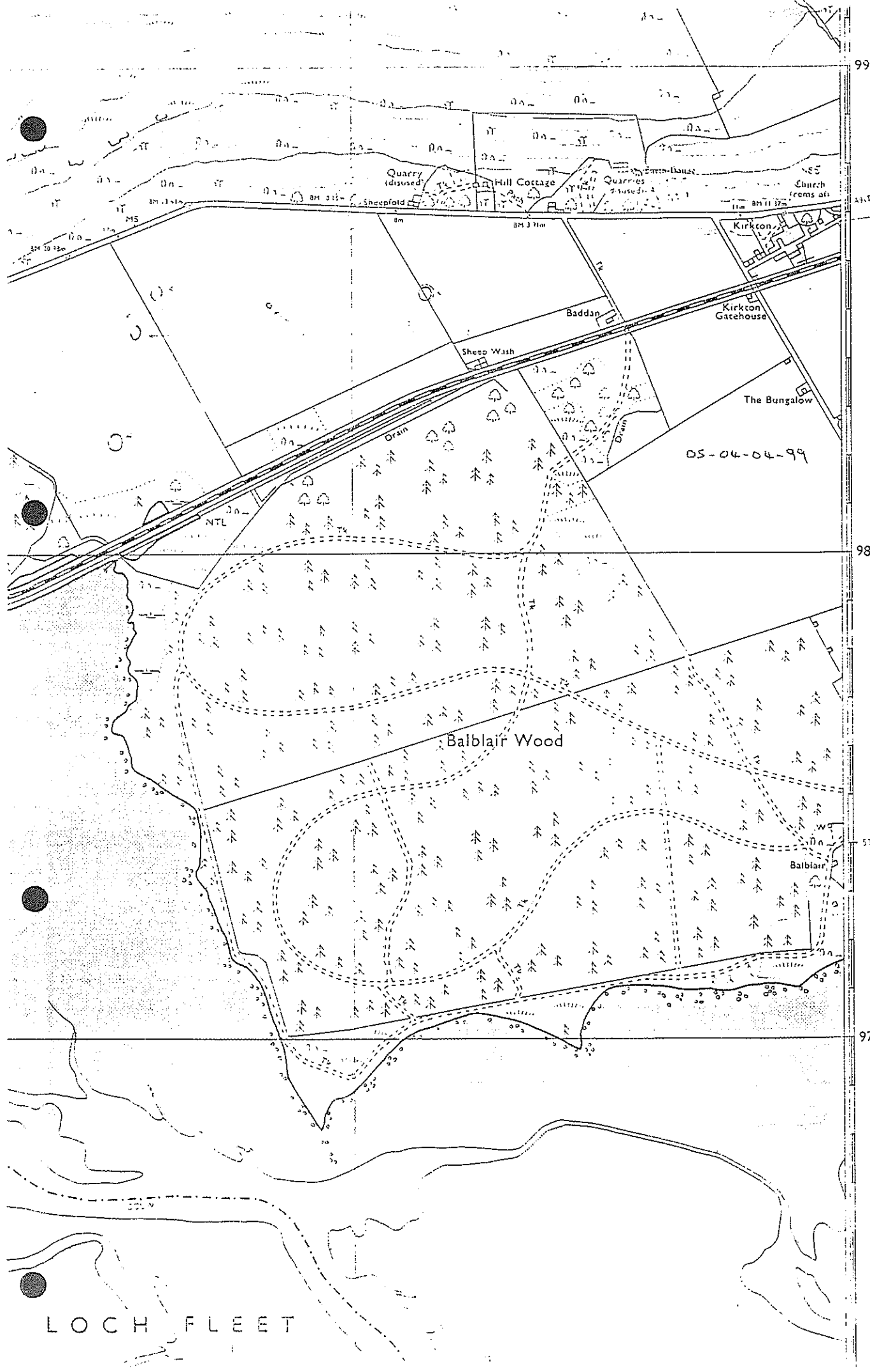
Just after dawn on April 29 1942 a strange four-engined aircraft appeared in the circuit at Tealing; it was one of the first Russian TB7s to visit Britain and brought Molotov and a Military Mission. This airfield was probably chosen in order to attract as little attention as possible to the visit. Another arrived on May 20, leaving for the USA via Prestwick on the 24th.

No 56 OTU opened up Tealing when it moved from Sutton Bridge at the end of March 1942 equipped with Hurricanes, Masters and some Lysanders for target-towing. The new airfield had apparently been located without regard for local weather and topography, for it lay in a hollow plagued by fog and bad visibility and was overlooked by a range of hills to the west which made night-flying impossible. The OTU was anxious to resume its training programme delayed by the move from Lincolnshire but poor weather in April hindered it even more.

Most of the Hurricanes were well worn, some being veterans of the Battle of Britain and accidents due to technical failures were frequent. Others were typical of fighter OTU casualties—collisions and hitting trees whilst low-flying. One unfortunate accident was caused by a pupil pilot pressing the wrong button and firing at

# Scotland

Square	NH	Eastings	8000	Northings	9800
1:10,000 Map	NH-89-NW	OS Sheet	1:50,000	021	
Survey Number	05	Survey Date	04-04-99		
Survey By	J A Guy				
Site Name	Kirkton				
Site Type	Airfield WWII				
Location Details	South side of A9(T) two mile west of Golspie				
Part of					
Region	Highland				
District	Sutherland				
Parish	Golspie				
County	Sutherland				
Description of site	Only a few small building extant but in very poor condition				
Construction					
SMR					
NMR	NH89NW27				
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	No				
Bibliography	Action Stations 7				
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	The watch house shown in Action Stations 7 has now been demolished and a new house built on the site				



99

98

97

CATHNESS AND SUTHERLAND CO CONST

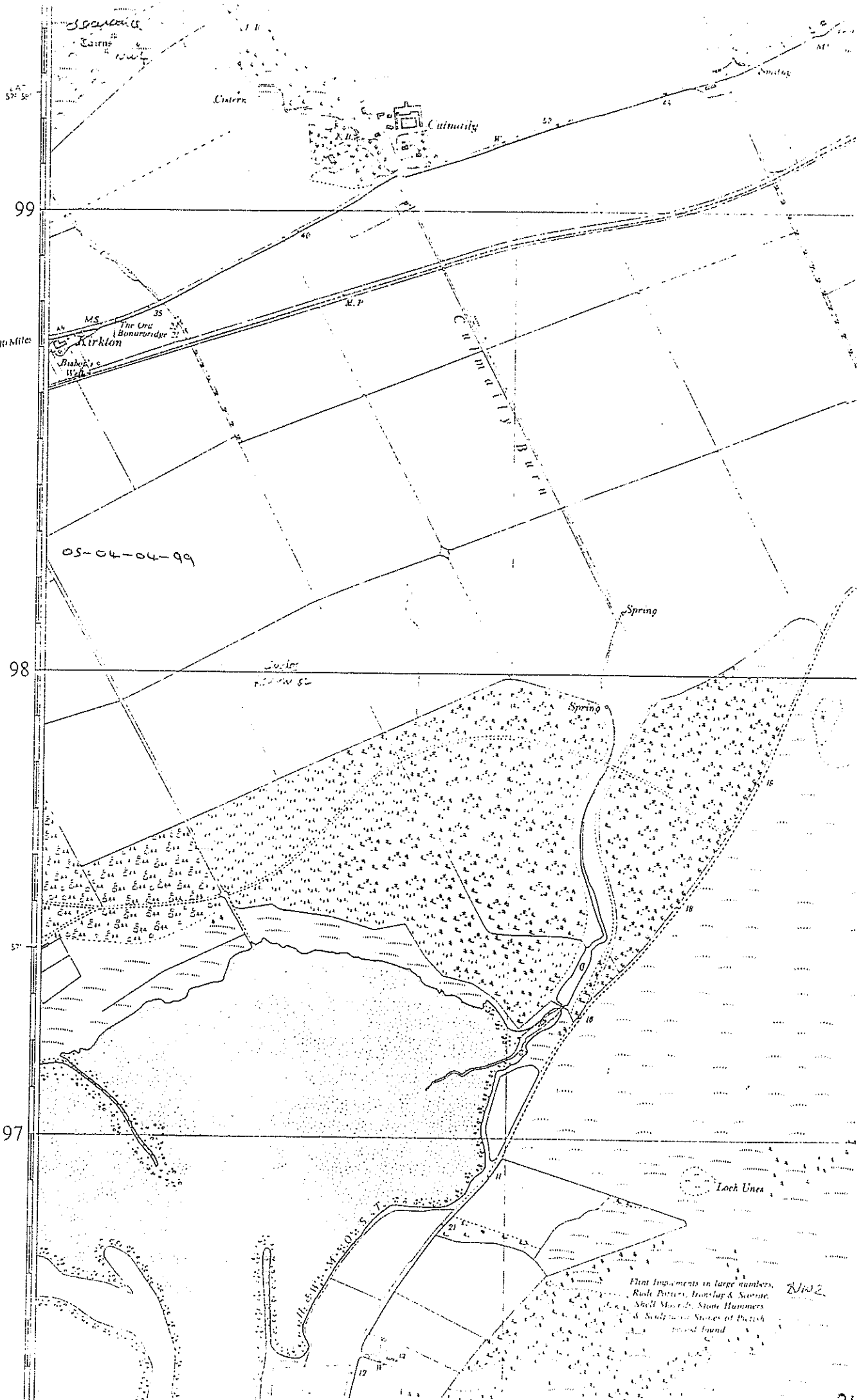
05-04-04-99

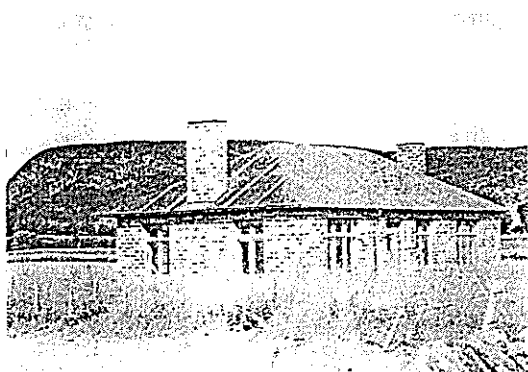
Balblair Wood

Balblair

LOCH FLEET

SUTHERLAND  
CAITNESS AND SUTHERLAND CO CONST





*Watch office at Kirkton.*

### Kirkton, Highland

*21/NH805985. 2 miles S of Golspie off A9*

Now farmland beside the A9 trunk-road and the main line to Wick, this SLG gives away its position by conspicuous gaps in the hedges and walls where the runways once lay. The site, 41 SLG, is bisected by a track which leads past the old watch office bungalow to the plantation on the south perimeter where many of the aircraft were dispersed. Kirkton had an unusually large number of buildings for an SLG, over a dozen, although only a few survive, the rest being merely concrete bases.

It was opened by 45 MU Kinloss on August 24 1941 and used initially for the storage of Whitleys and Spitfires. An enforced visitor on September 16 1941 was a Battle target tug from Evanton which made an emergency landing resulting in the death of the drogue operator and injuries to the pilot.

Spitfires being precious to the RAF, it was agreed in May 1942 to concentrate on providing 100 per cent effective camouflage. In June 1942, Havocs began to join the fighters, along with the many Whitleys and Wellingtons which still needed dispersal from Kinloss. Another accident occurred on July 5 1942 when Anson R3399 overshot on landing, fortunately without injuries.

The defence of the SLG was taken very seriously, an exercise in July 1942 involving an attack by 250 men of the Royal Norwegian Regiment. Detachments of the Cameron Highlanders, RAF Regiment and the Sutherland Home Guard defended it and although the Norwegians secured the neighbouring high ground, Kirkton was denied to them.

In March 1943, the total of aircraft stored here reached 70, some 20 more than the official capacity. It was still in use in October 1944 but the actual closure date is uncertain. It was, perhaps, in February 1945 when 45 MU took over Brackla for aircraft storage. Final de-requisitioning came on May 4 1945.

It is indeed an idyllic spot sheltered by the hills and woods and close to the sea, perhaps one of the most unlikely airfield sites in Scotland.

### Kirkwall, Orkney

*6/HY480085. 2½ miles SE of Kirkwall on A960*

From October 17 1940, when the operations room staff moved here from Wick, Kirkwall, or Grimsetter as it was often known, was a Fighter Sector Station in 14 Group. The large ops room can still be seen on the airport road close to the town. The aerodrome was employed only as a satellite by Skeabrae at first, until 132 Squadron in its entirety arrived on June 11 1942. Its Spitfires left for Martlesham Heath towards the end of September. They were replaced by similar aircraft of 129 Squadron which stayed until January 19 1943 on local air defence.

No 234 Squadron was the last RAF fighter unit at Kirkwall, being present from January until April 24 1943, when it moved to Skeabrae. The airfield was then transferred on loan to the Royal Navy in July 1943 and commissioned as HMS *Robin* on August 15. No 846 Squadron with Avengers took up residence in September/October but it was not the first naval unit to be based there, as 800's Sea Hurricanes had already been there between January and March 1943.

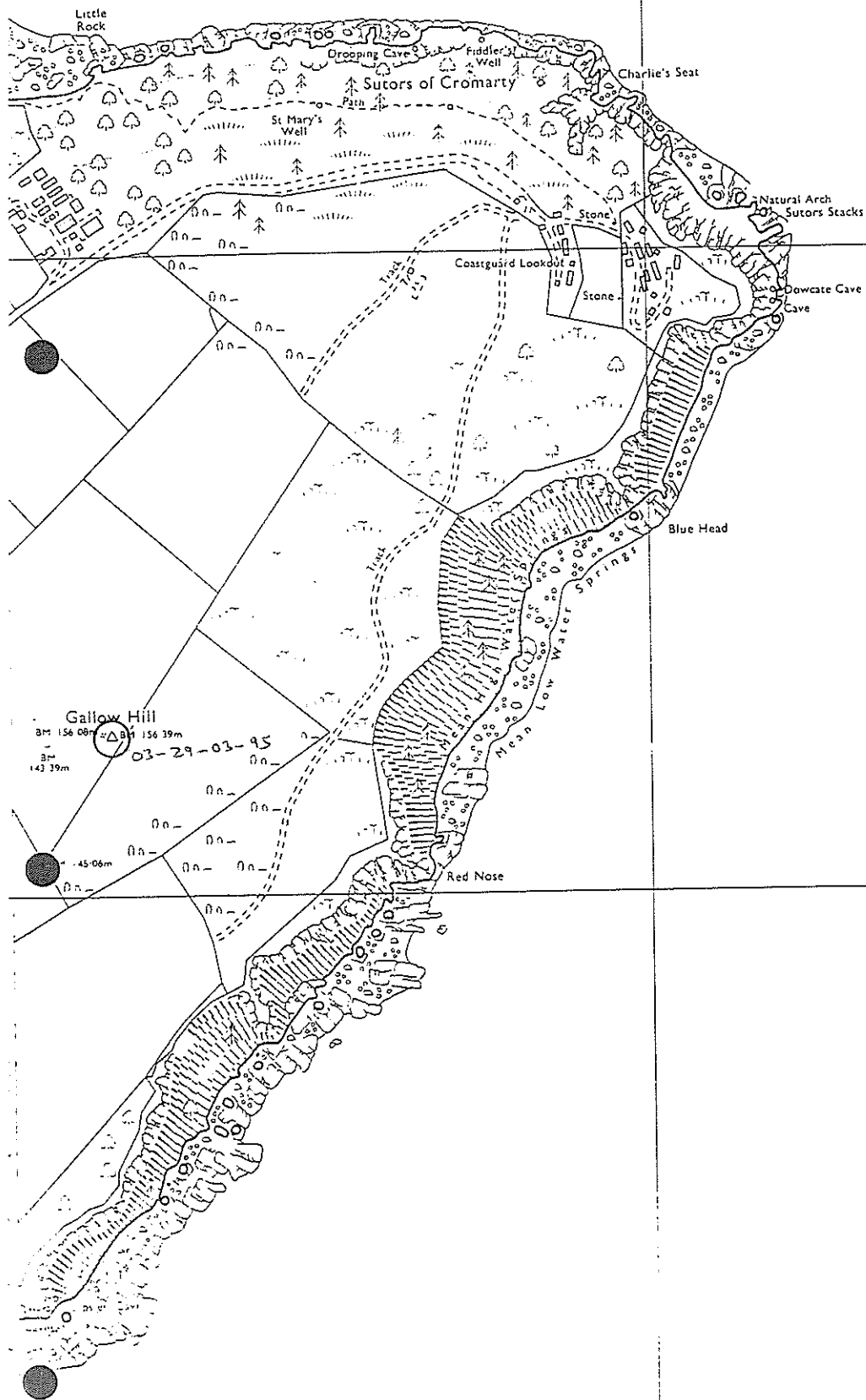
Various squadrons spent time ashore at Kirkwall, including 848 with Avengers in November 1943, 1770 with Fireflies from December 1943 to mid-February 1944, and 842 whose Wildcats and Swordfish were there in June/July 1944.

The final naval units at Kirkwall were 881 Squadron with Wildcats early in 1945 and 801 with Seafires in February/March 1945. The airfield reverted to RAF control on July 31 1945 and later became Kirkwall Airport for services to the mainland. Faroe Airways operated a Copenhagen/Stavanger/Kirkwall service in 1966/67 with DC-3s and around the same time runway 10/28 was extended for Viscount aircraft. In the terminal is a memorial



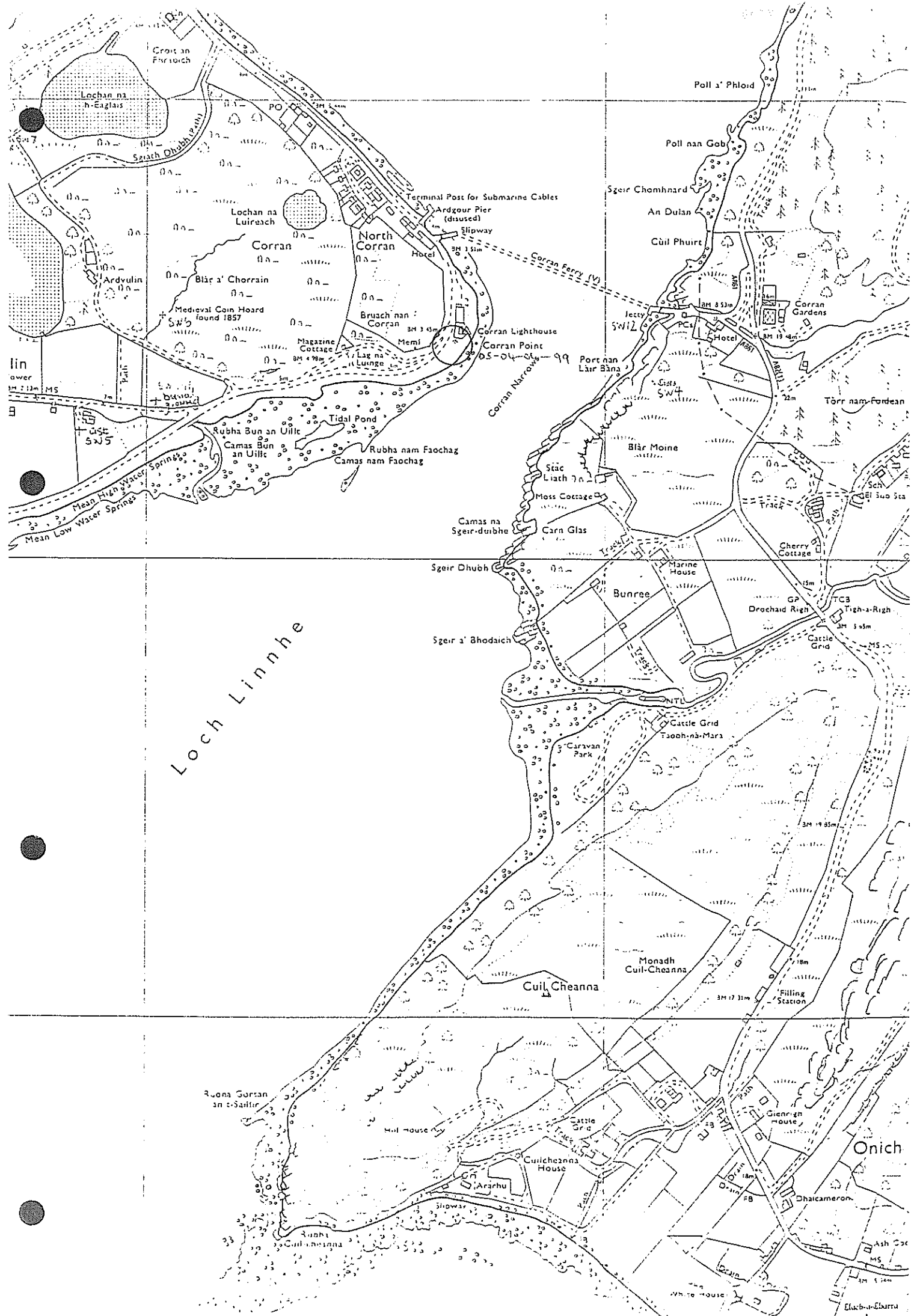
# Scotland

Square	NH	Eastings	8016	Northings	6624
1:10,000 Map	NH-89-NW	OS Sheet 1:50,000	021		
Survey Number	03	Survey Date	29-03-95		
Survey By	J A Guy				
Site Name	Cromarty				
Site Type	ROC WWII				
Location Details	Gallow Hill				
Part of	ROC Network				
Region	Highland				
District	Ross and Cromarty				
Parish	Cromarty				
County	Ross and Cromarty				
Description of site	No remains of this site could be found				
Construction					
SMR					
NMR					
Overall condition	Gone				
Risk Factor					
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	Post F1 of 39 Observer Group. HQ in Caledonian Hotel, Inverness, in the Ballroom				



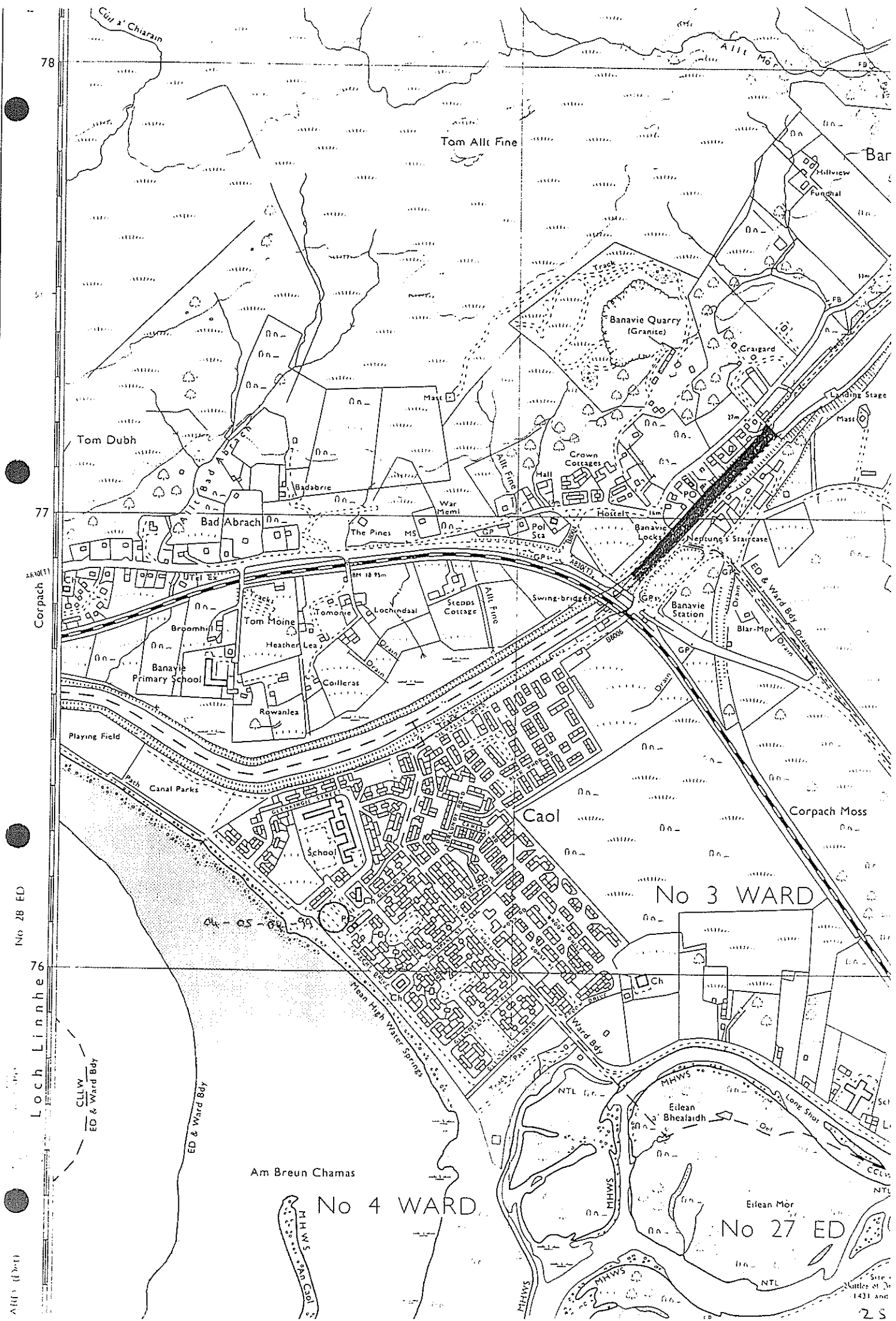
# Scotland

Square	NN	Eastings	0166	Northings	6346
1:10,000 Map	NN-06-SW	OS Sheet 1:50,000	041		
Survey Number	05	Survey Date	05-04-99		
Survey By	J A Guy				
Site Name	Corran Point				
Site Type	RM Battery WWI				
Location Details	South side of Corran Point lighthouse				
Part of					
Region	Highland				
District	Lochaber				
Parish	Ardour				
County	Argyll				
Description of site	Road improvements have obliterated the site				
Construction	Demolished				
SMR					
NMR					
Overall condition	Demolished				
Risk Factor	Demolished				
Photographs	Yes P61				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes	A series of photographs are in the Royal Marines Museum Eastney, the photographs are labeled Conau Point but this is an error				



# Scotland

Square	NN	Eastings	1059	Northings	7612
1:10,000 Map	NN-17-NW	OS Sheet	1:50,000	041	
Survey Number	04	Survey Date	05-04-99		
Survey By	J A Guy				
Site Name	Caol				
Site Type	Heavy AA Battery WWII				
Location Details	Caol shopping centre				
Part of					
Region	Highland				
District	Lochaber				
Parish	Kilmallie				
County	Inverness-shire				
Description of site	One holdfast remains on green in centre of shopping area				
Construction	Concrete				
SMR					
NMR					
Overall condition	Poor				
Risk Factor	Little or none				
Photographs	Yes P62				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					



78

77

Corpach

No 28 ED

76

Loch Linnhe

Am Breun Chamas

Tom Allt Fine

Tom Dubh

Bad Abrach

Banavie Primary School

Playing Field

Canal Parks

The Pines

Tom Moine

Heather Lea

Rowanlea

Coilleras

Lochindaal

Stoops Cottage

Swing-bridges

GP

Banavie Locks

GP

Banavie Station

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

Banavie Quarry (Granite)

Crown Cottages

Hall

Hostels

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

Holloway

Fundhal

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

Bar

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

GP

No 3 WARD

No 4 WARD

No 27 ED

Site  
of  
1431 and

25

# Scotland

Square	NN	Eastings	2063	Northings	8240
1:10,000 Map	NN-28-SW	OS Sheet 1:50,000	034		
Survey Number	03	Survey Date	05-04-99		
Survey By	J A Guy				
Site Name	Spean Bridge				
Site Type	ROC Post				
Location Details	West side of the B8004. West of Commando Memorial				
Part of	ROC Network				
Region	Highland				
District	Lochaber				
Parish	Kilmonivaig				
County	Inverness-shire				
Description of site	Underground 1950's type and Orlit type				
Construction	Concrete				
SMR					
NMR					
Overall condition	Fair				
Risk Factor	Little or none				
Photographs	No				
Bibliography					
Preservation Status					
Database Code					
Further survey					
Further research					
Notes					

