

GGAT 112: Second World War Military Airfields of South Wales

Year 1-Airfield Core and Technical Buildings

March 2012

A report for Cadw
by Paul W Huckfield BA

GGAT report no. 2012/032
Project no. GGAT 112



The Glamorgan-Gwent Archaeological Trust Ltd
Heathfield House Heathfield Swansea SA1 6EL

Content

Content	1
List of Figures	2
List of Tables	2
List of Plates	2
SUMMARY	5
1. INTRODUCTION.....	5
1.1 Project Background	5
1.2 Objectives	6
1.3 Acknowledgements	7
1.4 Copyright Notice	7
2. METHODOLOGY.....	9
2.1 Aims	9
2.2 Identified tasks	9
3. SOURCES CONSULTED.....	10
4. AIRFIELD GAZETTEER	11
4.1. RAF Fairwood Common	11
RAF Fairwood Common Sub-Sites	13
4.1.1 Twin Engine Fighter Pens	14
4.1.2 Single Engine Fighter Pens.....	33
4.1.3 Building Group 'A'.....	40
4.1.4 Building Group 'B'.....	47
4.1.5 Infantry Trenches.....	52
4.1.6 Main Site.....	54
4.2 RAF Stormy Down.....	64
RAF Stormy Down Sub-Sites.....	66
4.2.1 WAAF Site	67
4.2.2 Main Site.....	82
4.3 No.6 Satellite Landing Ground St Bride's.....	97
4.5 RAF Rhoose.....	106
4.6 RAF Pengam Moor	110
RAF Pengam Moor Sub-Sites	112
4.6.1 Site No.2.....	112
4.7 No.7 Satellite Landing Ground Chepstow Racecourse	127
5. RECOMMENDATIONS.....	129
6. BIBLIOGRAPHY	130
Appendix I.....	133

List of Figures

Figure 1: Distribution of the studied Second World War airfields within the Glamorgan-Gwent area.....	7
Figure 2: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	11
Figure 3: Aerial view of Fairwood Common taken on 23 rd March 1942 Image courtesy Welsh Government Photographic Archive.....	9
Figure 4: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps.....	13
Figure 5: Surviving sites within the airfield sub-area ‘Twin Engine Fighter Pens’ (shown in blue).....	14
Figure 6: Surviving sites within the airfield sub-area ‘Single Engine Fighter Pens’ (shown in blue).....	33
Figure 7: Surviving sites within the airfield sub-area ‘Building Group A’ (shown in blue top middle).....	40
Figure 8: Surviving sites within the airfield sub-area ‘Building Group B’ (shown in blue to the right).....	47
Figure 9: Location of the Infantry Trenches at the end of runway 33/15.....	52
Figure 10: Surviving sites within the airfield sub-area ‘Main Site’ (shown in blue).....	55
Figure 11: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	64
Figure 12: Aerial view of Stormy Down taken on 19 th May 1947.....	63
Figure 13: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps.....	66
Figure 14: Surviving sites within the airfield sub-area ‘WAAF Site’ (shown in blue).....	67
Figure 15: Surviving sites within the airfield sub-area ‘Main Site’ (shown in blue).....	82
Figure 16: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	97
Figure 17: Aerial view of the main runway at St Brides taken on 24 th April 1942.....	97
Figure 18: Surviving sites within the airfield boundary (shown in purple).....	99
Figure 19: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	106
Figure 20: Aerial view of Rhoose taken on 26 th March 1942 Image courtesy Welsh Government Photographic Archive.....	106
Figure 21: Surviving sites within the airfield boundary (shown in purple).....	108
Figure 22: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	110
Figure 23: Aerial view of Pengam Moor taken on 26 th March 1942 Image courtesy Welsh Government Photographic Archive.....	110
Figure 24: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps.....	112
Figure 25: Surviving sites within the airfield sub-area ‘Site No.2’ (shown in blue).....	112
Figure 26: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans).....	127

List of Tables

Table 1: Position and Condition of each of the Twin Engine Fighter Pens.....	17
Table 2: Location and condition of the Infantry Trenches.....	54

List of Plates

Plate 1: Fighter Pen 4. View to the southwest.....	15
Plate 2: View along the dividing bank of Fighter Pen 4. Note the growth of mature trees.....	15
Plate 3: The western most bay of Fighter Pen 6. View to the south.....	16
Plate 4: The concrete base is all that remains of S A A Store.....	18
Plate 5: Remains of unknown structure. View to the southwest.....	19
Plate 6: Remains of S A A Store. View to the northwest.....	20
Plate 7: Flight Office. View to the west.....	22
Plate 8: Flight Office complex (southwest elevation).....	22
Plate 9: Drying room and latrine block. View to the south.....	24
Plate 10: West facing elevation of the drying room and latrine block.....	24
Plate 11: Latrine. Note the in situ wooden Elsan toilet lid and surround.....	25
Plate 12: Hardened Sleeping Shelter. Note the reinforced bands and blast porch.....	27
Plate 13: Remains of bunk frames inside the shelter.....	27
Plate 14: West facing elevation of the Hardened Sleeping Shelter. Note the reinforced banding.....	29
Plate 15: Surviving stencils on the bunk frames.....	29
Plate 16: Remains of an unknown building.....	30
Plate 17: Remains of the Mechanical Transport Shed.....	31
Plate 18: Concrete block surrounded by assorted concrete rubble.....	32
Plate 19: The two runway markers.....	34

GGAT 112 Second World War Military Airfields of South Wales

Plate 20: Linear concrete and brick platform. View to the northwest.....	35
Plate 21: Edge of the two tier building platform.....	36
Plate 22: Concrete platform. View to the southeast	37
Plate 23: View along the edge of the building platform. Note the two tier construction	38
Plate 24: Concrete building platform.....	39
Plate 25: Remains of a building platform. View to the west.....	41
Plate 26: Brick platform with the remains of a concrete step at the front of the building	42
Plate 27: Remains of internal features on the floor of the structure.....	43
Plate 28: Brick building. View to the northeast	44
Plate 29: Remains of the building platform	45
Plate 30: Remains of building PRN 06852w	46
Plate 31: The concrete building base. Note the single front step at the front of the structure.	48
Plate 32: Very little remains of building PRN 6854w	49
Plate 33: Remains of the Watch Office. View to the east.....	51
Plate 34: Set of three concrete stairs used to access the building	51
Plate 35: Remains of the earthen bung surrounding infantry trench FC30.....	53
Plate 36: Infantry trench FC 30 (PRN 06856w). Note the loose 'V' shaped plan	53
Plate 37: The surviving Bellman hangar. View to the southwest.....	56
Plate 38: The Control Tower at RAF Fairwood Common (northeast facing elevation)	58
Plate 39: Fire Tender Shelter (at the centre of the picture). View to the west.....	59
Plate 40: Little remains of the Station Headquarters except the concrete pad.....	62
Plate 41: Remains of the grate at the north eastern end of the guard house.....	63
Plate 42: Remain of the picket post (south facing elevation).....	68
Plate 43: Picket post (west facing elevation)	68
Plate 44: All that physically remains of one of the WAAF accommodation blocks.	69
Plate 45: Visible remains of one of the WAAF wooden accommodation hut.....	70
Plate 46: The remains of the WAAF combined dining room and institute	71
Plate 47: Static water tank, able to hold 20,000 gallons of water	72
Plate 48: Internal terracing that once housed the cinema seating	74
Plate 49: The concrete footings for the projection equipment	74
Plate 50: Steps leading to the projection booth extension at the rear of the building	75
Plate 51: Remains of the roof trusses and external wall	75
Plate 52: Unknown brick structure, possibly an exposed air raid shelter	77
Plate 53: Access steps to air raid shelter	79
Plate 54: Front of the sub-station PRN 06340m (north facing elevation).....	83
Plate 55: Side elevation (northwest facing)	83
Plate 56: Eastern elevation of the 'F' shed.....	85
Plate 57: Main entrance to the 'F' shed (south facing)	85
Plate 58: Profile of the double-span VR2 aircraft shed (north facing elevation).....	86
Plate 59: All that remains of the Bellman hangar are the door runners	88
Plate 60: Remains of the airfield Armadillo shelter	90
Plate 61: Semi-sunken munitions store. View to the southwest.....	92
Plate 62: Interior of the store. Note the 'C' ring style rungs at the rear of the structure.....	92
Plate 63: A linear brick platform is all that survives of the hut. (View to the southeast).....	93
Plate 64: Remain of the airfield boundary. Note remnants of the original barbed wire deterrent	95
Plate 65: The well preserved water tower at Stormy Down.....	96
Plate 65: Rear elevation of the Satellite Station Watch Office..... Error! Bookmark not defined.	
Plate 66: Front elevation of the Satellite Station Watch Office.....	101
Plate 67: Remains of the concrete apron were the Robin hangar once stood.	103
Plate 68: Remains of the side entrance to the Robin hangar. View to the north	103
Plate 69: Remains of the dispersal platform. View to the north.....	105
Plate 70: Dispersal platform showing construction technique (south facing elevation).....	105

GGAT 112 Second World War Military Airfields of South Wales

Plate 71: Robin hanger 2204/41. Front of hangar shows the surviving door gantry.....	109
Plate 72: Southeast facing section showing the corrugated panelling construction.....	109
Plate 73: Station Headquarters looking northwest showing the amount of alteration carried out	114
Plate 74: Station Headquarters showing the amount of alteration carried out	114
Plate 75: MT Shed and Offices looking northwest	115
Plate 76: The main entrance to Hangar 115 showing the alterations	117
Plate 77: Front of hangar 116 showing the cladding and alterations	119
Plate 78: Internal steel frame structure of hangar 116.	119
Plate 79: The original door runners at the front of the hangar	120
Plate 80: Battery charging block	121
Plate 81: The pillbox protecting the airfields western area.	123
Plate 82: Close-up of the pillbox on the railway bridge's eastern flank	123

SUMMARY

Contrary to popular belief, Wales was not a quiet backwater during the conflicts of the twentieth century. Its position, distant from the Continent, made it ideal not only for the manufacturing, maintenance and storage of armaments, but also for military training and research and development, including weapon testing. Fighter stations defended the industrial towns and the docks, which were targets for German bomber planes. In the Second World War Wales was in the front line in the Battle of the Atlantic and the coast was defended against a possible German invasion from Ireland (Cadw 2009, 4).

Against this backdrop, the military aviation sites in Wales form an important group. They developed distinct functions and purposes, often forming parts of wider operational, training or storage networks. A few sites were established to protect the coast and shipping during the First World War. These functions were greatly expanded during the Second World War during the latter part of which some sites developed into transport hubs for transatlantic flights. The function and development of each site has added to its own unique character and has given weight to the view that they are important historical and archaeological monuments in their entirety, each comprising a plethora of functionally distinct elements that contribute to their status.

This project does not seek to rewrite the histories of each airfield, which are available elsewhere. Instead it seeks to understand the significance of each site and to identify which elements embody that significance and those, which are of national and regional importance. This understanding of the significance of each site will be underpinned by legislative frameworks and the guidance enshrined in the 2011 Cadw document *Conservation Principles*, and will where possible also highlight priorities for future research and recording work.

1. INTRODUCTION

1.1 Project Background

Despite their recent date, our understanding of the rates of survival and historical context of recent military sites has been surprisingly poor. Prior to this national survey there had been no systematic review of Welsh sites, their typology, national distributions, rates of survival, vulnerability and so on; there had been no attempt to characterise the resource. And without that information decisions about the preservation of individual structures could not be made on the basis of informed judgement.

Military airfields have had a considerable impact upon the landscape, and were built in great numbers: 301 air bases at the end of 1918, most of which were subsequently abandoned; more than 100 built in permanent fabric between 1923 and 1939, and the country's total of 150 expanded to 740 - mostly in temporary materials and on dispersed sites - during the Second World War (Dodson *et al*, 1997). In addition to their number, typological range and deployment, airfields were divided into the separate functional areas of flying field, and domestic and technical sites. In the Second World War, close defences, in the form of pillboxes and battle headquarters, were added as an additional classification. All of these stations were planned in accordance with requirements first outlined by Trenchard (later 1st Viscount Trenchard) in 1914 that fabric must be dispersed against attack

Airfield building types can be broken down into many different groups, such as barracks, hangers, control towers and synthetic training buildings: all of these can vary in their planning and other features, according to their date and precise function. Airfields also developed complex hinterlands involving the establishment of Heavy/Light Anti-aircraft gun sites, bombing decoys and anti-landing obstacles, together with dispersed accommodation sites organised by gender and rank.

Public interest is reflected in growing visitor numbers to museums and sites connected with military

aviation, the promotion of airfield trails by local authorities and the numerous specialist publications and societies devoted to military history. Thus military airfields are of cultural value, as well as having social and economic importance.

1.2 Objectives

Cadw is endeavoring to improve the protection and management of military remains, perhaps the most important aspect of Wales's recent history. To this end, the Second World War Airfields project was set up propose to carry out an analysis and assessment of the military airfields that have survived in Wales from the Second World War to the end of the Cold War era in 1989. The project will identify key surviving sites and structures and make recommendations to Cadw for statutory designation, including both scheduling and listing.

The project targeted the main eight airfields within the Trusts areas, which have been selected for the potential survival of primary and secondary features and structures.

The airfields are:

Chepstow Racecourse (No. 7 Satellite Landing Ground)

RAF Fairwood Common

RAF Llandow

RAF St Athan*

RAF Cardiff Military use of Pengam Moors

RAF Rhoose

St Bride's (No.6 Satellite Landing Ground)

RAF Stormy Down / Porthcawl

In essence the project aims to provide a deeper understanding and appreciation of these remains leading not just to a better and wider appreciation of their importance as continuing focal points in the South Wales landscape but with the intention that raised awareness and protection can be used as an impetus for sensitive regeneration and community focus. This report details the findings of the project and contains updated descriptions of all sites visited, with condition/significance information.

*RAF St Athan was to be one of the airfields studied during year 1 of the project, however, issues concerning access to the site, which is still an operational base, prevented this from happening. Therefore, RAF St Athan will be covered during year 2 of the project.



Figure 1: Distribution of the studied Second World War airfields within the Glamorgan-Gwent area.

1.3 Acknowledgements

The project was commissioned by Cadw and undertaken by the Glamorgan-Gwent Archaeological Trust (GGAT) in their remit as the regional archaeological body responsible for the understanding and preservation of the archaeological resource in southeast Wales.

The Trust would like to thank the staff of the National Monuments Record (NMR), RCAHMW, Aberystwyth, in particular Medwyn Parry and Deanna Groom, and Central Register for Aerial Photography for Wales (CRAPW) in particular Derek Elliot and Vivien Davies. The Trust would also like to thank Jonathan Berry of Cadw for providing the Air Ministry plans along with comments, guidance and advice during the project. The trust would also like to thank Roger J C Thomas (English Heritage) for his knowledge and insight.

Special thanks must also go to all the landowners and site owners who kindly provided me with access to record the sites included within this report and without whom, this project would not have been possible.

The report has been prepared by Paul W Huckfield, with some assistance of other staff of the Glamorgan-Gwent Archaeological Trust, notably Dr Edith Evans, Heritage and Outreach Manger and Charina Jones, Historic Environment Record Manager. The photography for the project was undertaken by Paul W Huckfield.

1.4 Copyright Notice

The copyright of this report is held by Cadw: Welsh Historic Monuments and the Glamorgan-Gwent Archaeological Trust Ltd. The maps are based on Ordnance Survey mapping provided by the National Assembly for Wales with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright. All rights reserved. Unauthorised reproduction infringes Crown

2. METHODOLOGY

The way in which this project has been approached mirrors that of previous scheduling enhancement projects undertaken by the Welsh Archaeological Trusts with grant-aid from Cadw. Each site is assessed using documentary sources prior to undertaking field visits in order to build an understanding of the site and to ascertain fieldwork priorities. Maps, plans and aerial photographs are consulted and map regressions produced for each site. A database is produced and accompanying new point- and polygon-based data compiled as a result of the research. This information is fed back into the regional Historic Environment Records in order to contribute to our understanding of the turbulent nature of the 20th century through surviving military structures and provides a basis for heritage management and development control, while recommendations for designation are submitted to Cadw in a separate volume.

The four Welsh Archaeological Trusts are working to agreed guidelines. In order to deliver key information to Cadw, the studies primarily focus on the flying field and technical areas of aviation sites, as identified on the Second World War era Air Ministry Plans, with the focus being on the most significant elements of the sites which detail their function and development within this. At the discretion of the project staff the studies may diverge from this principle, only where the most significant and functionally distinct elements of each site fall outside this defined zone. The project used data from the Regional Historic Environment Record (HER), the National Monuments Record (NMR), secondary sources and field visits to assess the potential for enhancing the schedule of ancient monuments with Second World War airfield sites.

2.1 Aims

- Assess the current state of survival/preservation, conservation and the recording requirements (of the Southeast Wales Second World War Airfields)
- Inform future protection and management issues, including future scheduling proposals (regarding the Southeast Wales Second World War Airfields)
- Inform the relevant Unitary Authority on military aviation landscape issues in the planning process, including forward planning
- Assist in assessing the wider impact of future proposed development on military landscapes
- Assist in the evaluation of the aesthetic or amenity value of the military aviation landscapes
- Assist in measuring the effect of individual development proposals on the overall historic integrity and coherence of military aviation landscapes, with particular reference to the issues of outright removal, severance, fragmentation or dislocation of the historic elements
- Assess the cumulative effects of secondary or piecemeal changes over time.

2.2 Identified tasks

- Desktop appraisal utilising the HER and secondary sources of all 8 sites
- Documentary research on initial airfield layout, as contrasted with airfields as built from air photograph evidence

- Visit to RCAHMW to check for further information on sites, where information is lacking in the HER and to view aerial photographs
- Visits to CRAPW to examine aerial photographs.
- Identification from documents and aerial photographs of individual airfield components
- Identify and contact landowners
- Field visits to ascertain extent and condition of surviving remains
- Creation of written and photographic inventory of surviving remains
- Evaluation of remains to determine their importance, using the methodology compiled by Francis (1996) for English Heritage.
- Create digital polygons showing presumed extent of Airfields as shown on the Second World War era Air Ministry Plans
- Production of a report including details of assessment, fieldwork and a site gazetteer. Separate annex report to detail scheduling recommendations.
- Integrate new data in HER (HER enhancement)
- Preparation of popular version of results for dissemination via the GGAT website.
- Mounting website pages.

3. SOURCES CONSULTED

The most significant sources consulted are presented in the Bibliography Section. The work also drew heavily on evidence provided by the Air Ministry Plans (c.1944) and the Royal Air Force Airfields and Flying Boat Bases and Royal Naval Air Stations in the UK, Iceland and Gibraltar. (date 1944 (?) 2nd edition August 1945).

Other sources consulted primarily included the Historic Environment Record (HER) held at GGAT, Swansea, and National Monument Record (NMR), held at the RCAHMW, Aberystwyth. The online HER, relevant data and information held by the RCAHMW (NMR records and the online Coflein resource) were accessed as was up-to-date information on scheduled and listed building held by Cadw, this information was supplemented by other readily available primary and secondary data. The searches of the NMR data provided through Endex was augmented by information held on 'Coflein', the RCAHMW's digital web resource. In addition the NMR collection records were also consulted as were their aerial photographic sources. Additional aerial photographs held at CRAPW, Cardiff were also consulted.

Analysis of Historic Maps, the first to third edition 25-inch OS maps (LANDMARK Historic Mapping), in conjunction with consultation of digital aerial photographic material (Google Earth) was also employed, to check for example on whether a site might survive, had been moved/rebuilt, etc.

Information from the Airfield Information Exchange web forum

(<http://www.airfieldinformationexchange.org>) also played a key role in research for the project.

4. AIRFIELD GAZETTEER

4.1. RAF Fairwood Common

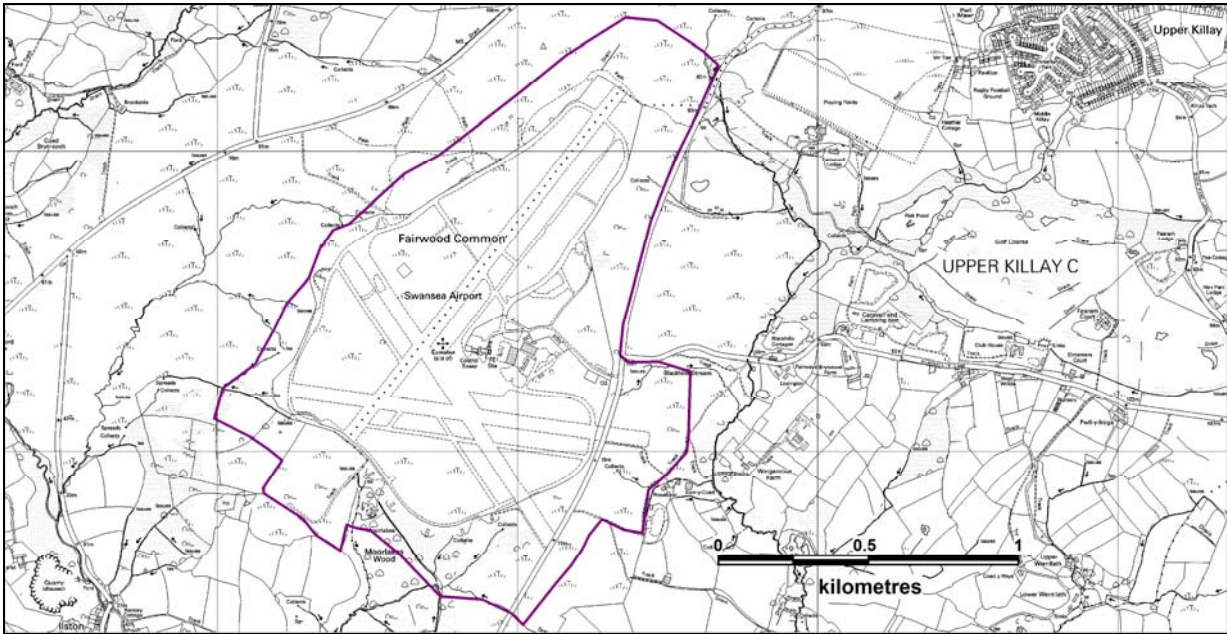


Figure 2: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).
© Hawlfraint y Goron a ffrifronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).

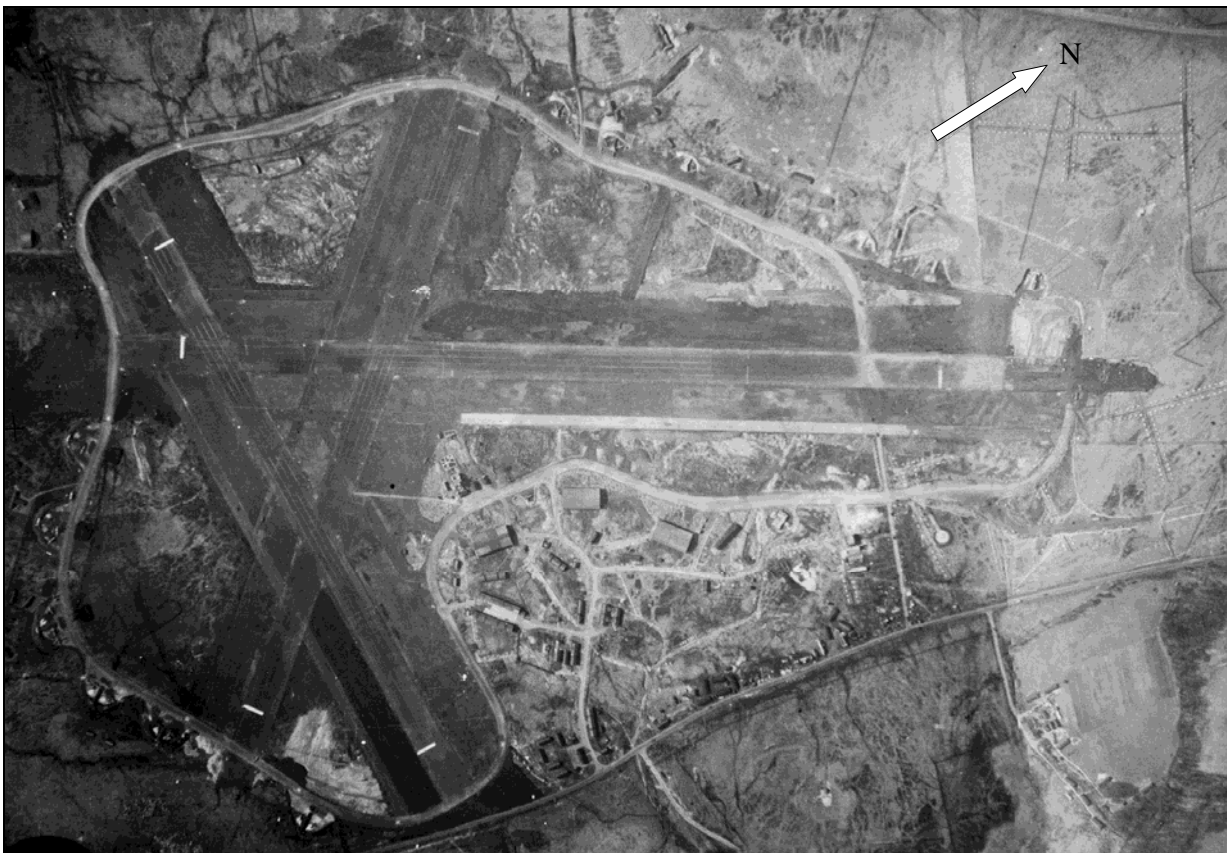


Figure 3: Aerial view of Fairwood Common taken on 23rd March 1942 Image courtesy Welsh Government Photographic Archive

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC1
PRN	06826w
Name	RAF FAIRWOOD COMMON
NGR	SS5682091430
Air Ministry Plan?	Yes
In Use	Yes
Description	<p>The wartime airfield had three runways; 23/05 northeast-southeast 1463m (4800ft) long; 29/11 west-east 1249m (4100ft) long; and 33/15 northwest-southeast 1249m (4100ft) long. The airfield had an extensive system of taxiways running parallel to and interconnecting with the runways. Three Bellman hangars and eight blister hangars were built, with extension to two of the blisters being implemented in February 1945. The western and southern sides of the airfield had six pens for single-engine (two aircraft to a pen) and nine pens for twin-engine aircraft. The perimeter track had hardstanding for twenty-nine fighters. Fairwood Common has been developed to form Swansea's civic airport. The original control tower remains, but is changed in appearance. One of the Bellman hangars remains and has been renovated. Several of the smaller station buildings survive including the armoury, and tractor and trailer shed. The fighter pens and taxiways on the western side of the airfield are overgrown.</p> <p>The airfield was opened on 15th June 1941 for 10 Group. The first squadron to utilise the airfield were 79 Squadron with Hawker Hurricanes. 600 Squadron with their Bristol Beaufighter IIs soon followed. The Supermarine Spitfires of 317 Squadron from Colerne replaced these fairly quickly. Three Westland Lysanders were detached from Air Sea Rescue (ASR) to provide cover for inshore searches for downed aircraft and their crews. 317 Squadron provided fighter cover for bomber attacks on Le Harve. On 21st July 1941, 317 Squadron were replaced by 504 Squadron's Hurricanes, which took part in attacks on Brest. The airfield also became to home for another Squadron taking part in the raid, 79 Squadron, until December 1941. Other fighter squadrons, such as 536 Squadron and 307 (Polish) Squadron, stayed at the base for short periods continuing to undertake the protection of convoys and sweeps over the Irish Sea. They were also involved in defending Plymouth and Bath during enemy raids. In June 1944, Fairwood ceased to be a base for operational squadrons and became solely a training station. 11 Armament Practice Camp (APC) had been formed at Fairwood on 1st October 1943 and this role was developed. The station had a stretch of disused railway track and a driverless railway engine that was used to train pilots to attack trains with practice rockets and cannon fire. Twenty-nine squadrons passed through before the APC closed 1st July 1945. In April 1946, 595 Squadron were based at Fairwood but the dilapidated state of the domestic buildings prompted a move to Pembrey. Fairwood was inactive until 1950 when the land was acquired to develop an airport for Swansea.</p>
Condition	Damaged
Condition rating	Fair
Period	Modern
Form	Airfield
Historical association?	Yes

RAF Fairwood Common Sub-Sites

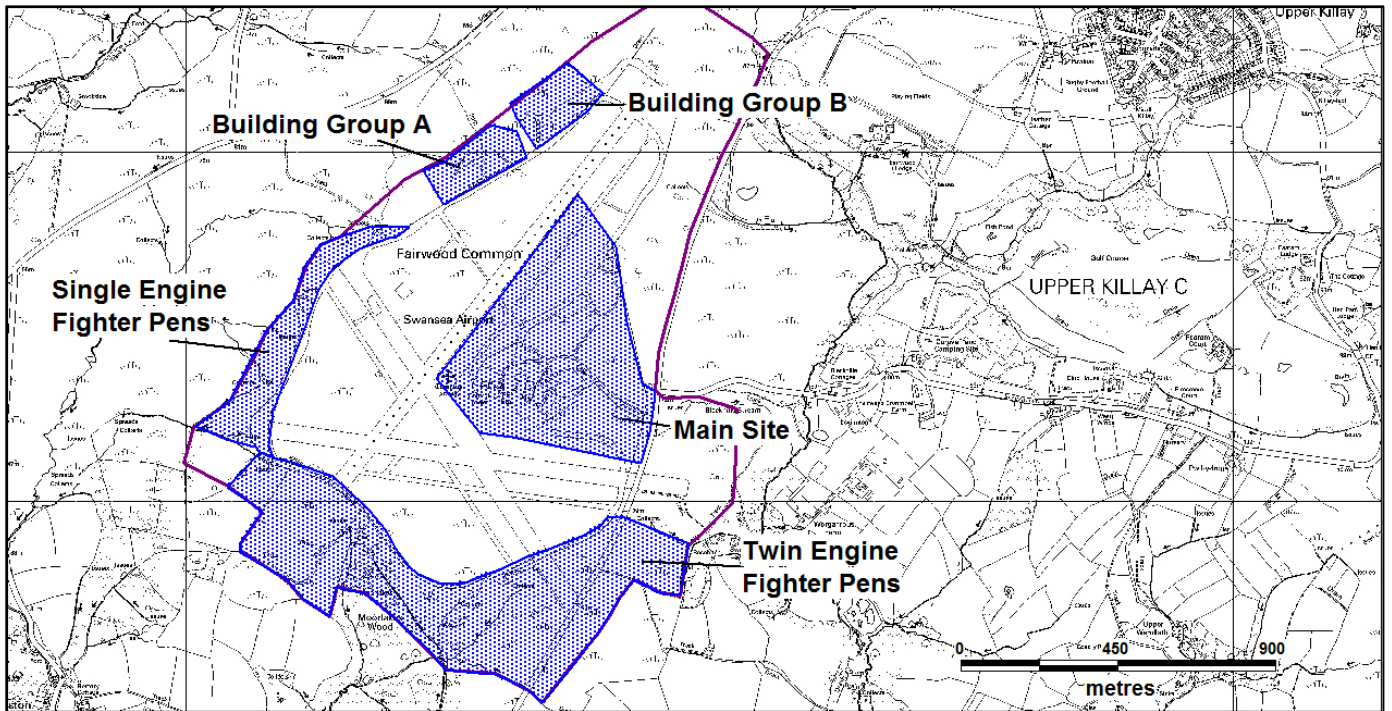


Figure 4: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps

4.1.1 Twin Engine Fighter Pens

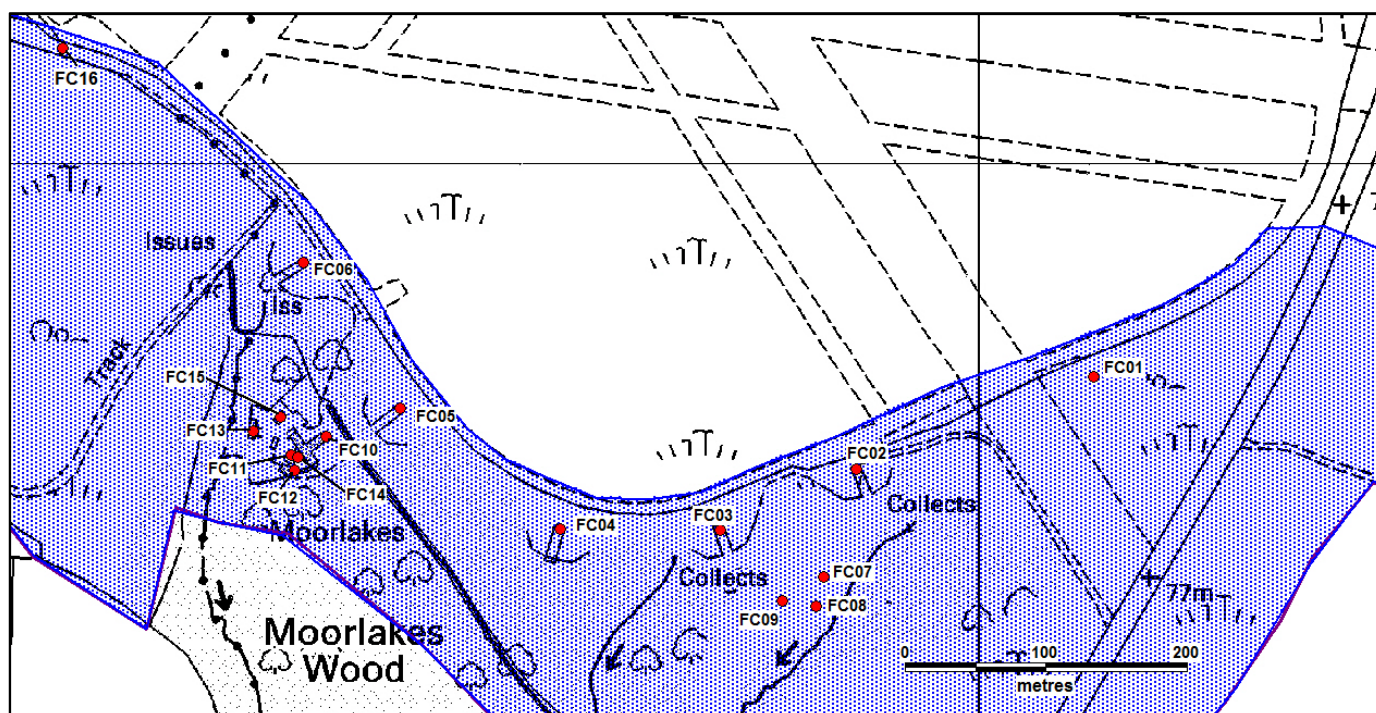


Figure 5: Surviving sites within the airfield sub-area 'Twin Engine Fighter Pens' (shown in blue)

ID No	FC1
PRN	06827w
Name	TWIN ENGINE FIGHTER PENS
NGR	Multiple
On Air Ministry Plan?	Yes
MoD Building No	276, 278, 279, 280, 282 and 283
In Use	No
Description	The six pens are all of a very similar, basic design (type B FCW4513 drawing No. 7151/41). Each comprises two apsidal concrete-floored bays, surrounded around the back by a semicircular rampart, which in turn is sub-divided by a straight section of bank. The ramparts vary in their state of preservation, some being heavily overgrown with vegetation and mature trees, while others show signs of erosion. All appear to have originally been constructed of earth and supported around the base, both to front and to the rear, by a retaining wall constructed from either a double or single course of cast concrete blocks. Within one bay of Fighter Pen 4 (PRN 06830w), three heavy duty iron clamps were noted set into the concrete flooring: the function of these is not clear, but may have been for anchoring either the aircraft themselves, securing camouflage netting, or for retaining wheel-chocks. The most western bay (FC6) is the only one currently in use, being used to shelter and feed livestock.
Condition	Near Destroyed

GGAT 112 Second World War Military Airfields of South Wales

Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Earthwork
Associated PRN sites	06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06837w, 06838w, 06839w, 06840w
Linked to airfield function?	Yes
Of technical/Structural interest?	Yes
Historical association?	No



Plate 1: Fighter Pen 4. View to the southwest



Plate 2: View along the dividing bank of Fighter Pen 4. Note the growth of mature trees



Plate 3: Retaining wall around the base of Fighter Pen 5



Plate 4: Pen 5. View to the northwest (L) southeast (R)



Plate 3: The western most bay of Fighter Pen 6. View to the south

GGAT 112 Second World War Military Airfields of South Wales

ID No.	PRN	Site Name	NGR	Condition
FC1	06827w	Fighter Pen 1	SS5713890871	Destroyed
FC2	06828w	Fighter Pen 2	SS5692690790	Poor
FC3	06829w	Fighter Pen 3	SS5681490748	Poor
FC4	06830w	Fighter Pen 4	SS5670890744S	Fair
FC5	06831w	Fighter Pen 5	S5659390835	Fair
FC6	06832w	Fighter Pen 6	SS5652690936	Poor

Table 1: Position and Condition of each of the Twin Engine Fighter Pens

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC7
PRN	06833w
Name	S S A STORE
NGR	SS5688990705
On Air Ministry Plan?	Yes
MoD Building No	38
In Use	No
Description	A two tier linear concrete pad 8ft (2.4m) x 14ft (4.2m) is all that survives of the store. This structure (drawing No. 16076/40) would originally have been a single Nissen structure.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06834w, 06835w, 06836w, 06837w, 06838w, 06839w, 06840w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 4: The concrete base is all that remains of S S A Store

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC8
PRN	06834w
Name	UNKNOWN STRUCTURE
NGR	SS5688590684
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	A two tier linear concrete base is all that survives of this building.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06835w, 06836w, 06837w, 06838w, 06839w, 06840w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 5: Remains of unknown structure. View to the southwest

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC9
PRN	06835w
Name	S A A STORE
NGR	SS5688990705
On Air Ministry Plan?	Yes
MoD Building No	38A
In Use	No
Description	A two tier linear concrete base is all that survives of the store building.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06836w, 06837w, 06838w, 06839w, 06840w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 6: Remains of S A A Store. View to the northwest

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC10
PRN	06836w
Name	FLIGHT OFFICE
NGR	SS5653990815
On Air Ministry Plan?	Yes
MoD Building No	252
In Use	Yes
Description	<p>Brick built structure, 'T' shaped in plan, comprising of a large open plan frontal area with a series of individual rooms running off a side corridor beyond. This building provided office accommodation for flight commanders and flight sergeants, but also included pilots' rest rooms, storerooms and locker rooms.</p> <p>The building is in a fair state of preservation, maintaining its original corrugated asbestos sheeting roof and aluminium window frames. Inside a few of the internal doors survive, some still with their Bakelite door handles, as does a regulation fireplace and grate. Remnants of original wallpaper and paintwork can also be seen on the interior walls. The exterior is still covered in a large amount of its black bitumen paintwork, this possibly fulfilled two purposes, to make the structure waterproof and also to camouflage the building, for as the site was built as a forward airfield for night fighters, black would have been the colour of the day.</p>
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06837w, 06838w, 06839w, 06840w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 7: Flight Office. View to the west.



Plate 8: Flight Office complex (southwest elevation)

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC11
PRN	06837w
Name	DRYING ROOM & LATRINE
NGR	SS5650990791
On Air Ministry Plan?	Yes
MoD Building No	253
In Use	Yes
Description	Remains of drying room and latrine block (drawing No. 14052/40). This building is in a poor condition and has undergone some alterations to convert it to use for livestock. Feeding troughs have been added to the western suite of rooms and holes have been made within the external walls to ease filling the troughs. The latrine block is small brick structure with a concrete slab roof added to the north western gable end of the building. This feature still maintains its wooden doorframe and wooden Elsan toilet lid and surround, which remain <i>in situ</i> . The site is heavily overgrown with scrub woodland that is starting to cause major damage to the structure.
Condition	Converted
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06838w, 06839w, 06840w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 9: Drying room and latrine block. View to the south



*Plate 10: West facing elevation of the drying room and latrine block.
Note the square holes added beneath the windows to fill the troughs inside*



Plate 11: Latrine. Note the in situ wooden Elsan toilet lid and surround

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC12
PRN	06838w
Name	HARDENED SLEEPING SHELTER
NGR	SS5651290781
On Air Ministry Plan?	Yes
MoD Building No	254
In Use	Yes
Description	<p>Rectangular brick build building with reinforced concrete roof and building bands. Both doorways have blast porches. The internal space is divided into three bays each with two bunks per bay. Some of the bunks still have their wooden frames, though the wooden slats have been lost. The building exterior is still covered in a large amount of its black bitumen paintwork, this possibly fulfilled two purposes, to make the structure waterproof and also to camouflage the building, for as the site was built as a forward airfield for night fighters, black would have been the colour of the day.</p> <p>Sleeping shelters were built to accommodate 18 men of each flight. This was for pilots and ground crew assigned on night scramble duties and were located out on dispersal sites, close to the aircraft fighter pens so that during an emergency pilots did not have far to run to get to their aircraft.</p>
Condition	Damaged
Condition rating	Good
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06837w, 06839w, 06840w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 12: Hardened Sleeping Shelter. Note the reinforced bands and blast porch



Plate 13: Remains of bunk frames inside the shelter

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC13
PRN	06839w
Name	HARDENED SLEEPING SHELTER
NGR	SS5648390809
On Air Ministry Plan?	Yes
MoD Building No	251
In Use	Yes
Description	<p>Rectangular brick build building with reinforced concrete roof and building bands. Both doorways have blast porches. The internal space is divided into three bays each with two bunks per bay. The bunks still have their wooden frames though the wooden slats have been lost. The bunk frames within this shelter still have stencilled letters, defining where each airman slept.</p> <p>Sleeping shelters were built to accommodate 18 men of each flight. This was for pilots and ground crew assigned on night scramble duties and were located out on dispersal sites, close to the aircraft fighter pens so that during an emergency pilots did not have far to run to get to their aircraft.</p>
Condition	Damaged
Condition rating	Good
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06837w, 06838w, 06840w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 14: West facing elevation of the Hardened Sleeping Shelter. Note the reinforced banding



Plate 15: Surviving stencils on the bunk frames

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC14
PRN	06840w
Name	UNKNOWN BUILDING
NGR	SS5651490791
On Air Ministry Plan?	No
MoD Building No	-
In Use	No
Description	Remains of an unknown brick building. Linear structure sub-divided into three separate bays with a doorway in the southwest facing elevation. These remains resemble the floor plan of a latrine block (drawing No. 9026/41). The building has been almost completely destroyed by a falling Beech tree, which lies across the remains.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06837w, 06838w, 06839w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 16: Remains of an unknown building

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC15
PRN	06840w
Name	MECHANICAL TRANSPORT SHED
NGR	SS5650290820
On Air Ministry Plan?	No
MoD Building No	-
In Use	No
Description	Temporary and rudimentary wood and asbestos constructed Mechanical transport shed.
Condition	Damaged
Condition rating	Good
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06827w, 06828w, 06829w, 06830w, 06831w, 06832w, 06833w, 06834w, 06835w, 06836w, 06837w, 06838w, 06839w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 17: Remains of the Mechanical Transport Shed

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC16
PRN	06842w
Name	CONCRETE BLOCK
NGR	SS5634791082
On Air Ministry Plan?	No
MoD Building No	-
In Use	No
Description	A large concrete block of unknown use. The block is located at end of runway 23/05 and is flanked by concrete rubble.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 18: Concrete block surrounded by assorted concrete rubble

4.1.2 Single Engine Fighter Pens

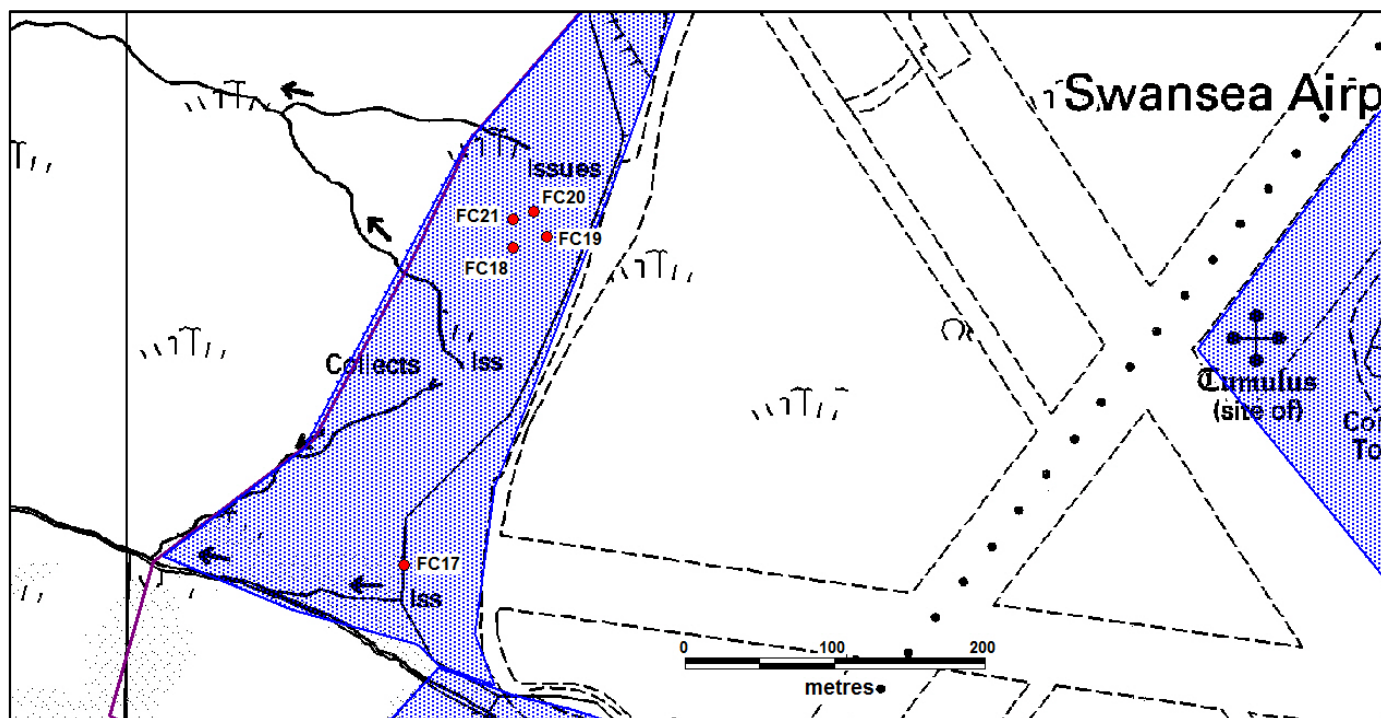


Figure 6: Surviving sites within the airfield sub-area 'Single Engine Fighter Pens' (shown in blue)

ID No	FC17
PRN	06843w
Name	RUNWAY MARKERS
NGR	SS5618391205
On Air Ministry Plan?	No
MoD Building No	-
In Use	No
Description	Two circular aluminium markers located against a boundary fence at the western end of the Second World War runway 11/29 (which stood at 41,000ft) the runway was reduced post-war to 3,407ft and a new set of markers introduced further to the east.
Condition	Damaged
Condition rating	Good
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	Yes
Of technical/Structural interest?	No

Historical association? No



Plate 19: The two runway markers

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC18
PRN	06844w
Name	BATTERY CHARGING ROOM (TYPE B)
NGR	SS5625591418
On Air Ministry Plan?	Yes
MoD Building No	60
In Use	No
Description	A linear concrete platform with the remains of external brick piers to front and rear. The concrete pad stands upon three courses of brickwork. The site is heavily overgrown with vegetation and almost completely covered.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06845w, 06846w, 06847w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 20: Linear concrete and brick platform. View to the northwest

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC19
PRN	06845w
Name	FLIGHT OFFICES, REST ROOM AND WORKSHOP COMPLEX
NGR	SS5627791425
On Air Ministry Plan?	Yes
MoD Building No	49
In Use	No
Description	Two tier linear concrete platform. Only the south western corner of the structure is exposed, the rest is covered by vegetation.
Condition	Near destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06844w, 06846w, 06847w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 21: Edge of the two tier building platform

GGAT 112 Second World War Military Airfields of South Wales

ID No FC20
PRN 06846w
Name FLIGHT OFFICES, REST ROOM AND WORKSHOP COMPLEX
NGR SS5626891441
On Air Ministry Plan? Yes
MoD Building No 49
In Use No
Description Two tier linear concrete platform.
Condition Near destroyed
Condition rating Destroyed
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06844w, 06845w, 06847w
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No



Plate 22: Concrete platform. View to the southeast



Plate 23: View along the edge of the building platform. Note the two tier construction

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC21
PRN	06847w
Name	LATRINE AND DRYING ROOM
NGR	SS5625591436
On Air Ministry Plan?	Yes
MoD Building No	40
In Use	No
Description	A concrete building platform. The platform is heavily overgrown and almost completely hidden by vegetation.
Condition	Near destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06844w, 06845w, 06846w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 24: Concrete building platform

4.1.3 Building Group 'A'

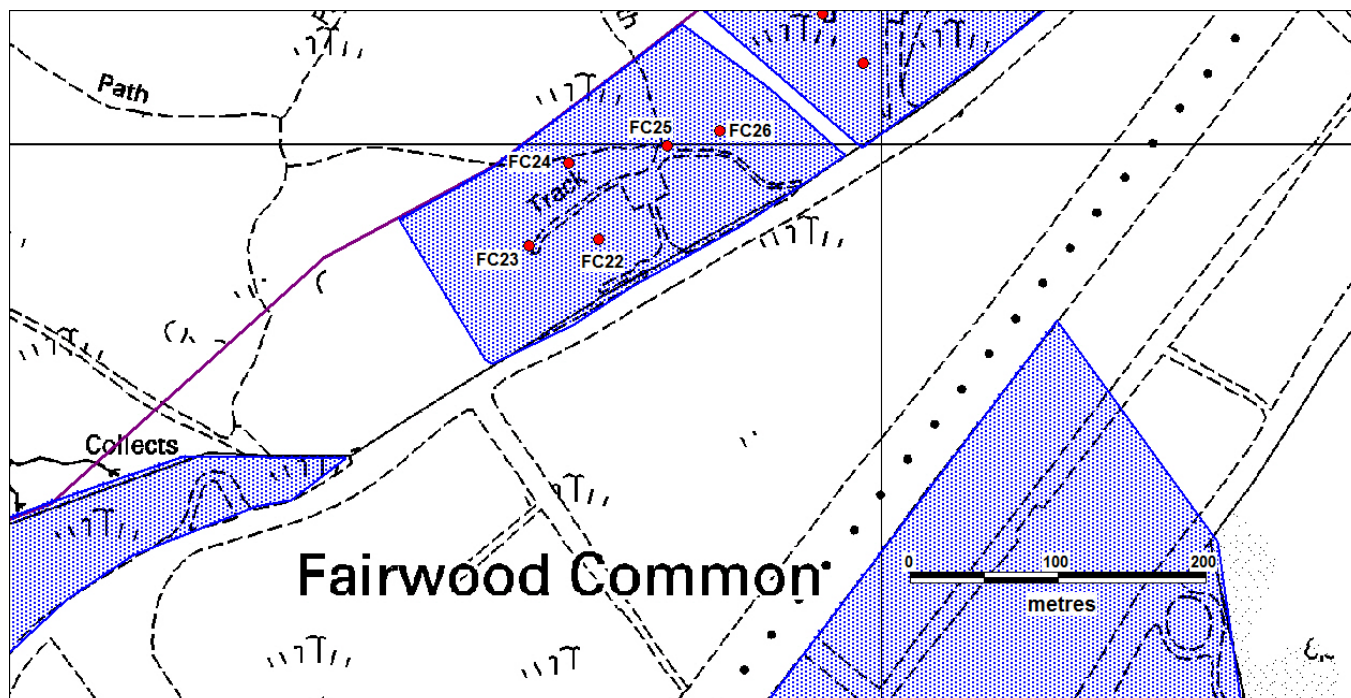


Figure 7: Surviving sites within the airfield sub-area 'Building Group A' (shown in blue top middle)

ID No	FC22
PRN	06848w
Name	TECHNICAL WORKSHOP
NGR	SS5680791933
On Air Ministry Plan?	Yes
MoD Building No	246
In Use	No
Description	A linear concrete platform with the remnants of external brick piers. The concrete pad stands upon a single course of brickwork. The site is heavily overgrown with vegetation and almost completely covered.
Condition	Near destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06849w, 06850w, 06851w, 06852w
Linked to airfield function?	No
Of technical/Structural interest?	No

Historical association? No



Plate 25: Remains of a building platform. View to the west

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC23
PRN	06849w
Name	TECHNICAL WORKSHOP
NGR	SS5676091930
On Air Ministry Plan?	Yes
MoD Building No	247
In Use	No
Description	Large brick built platform with the remains of a single concrete stair to the east facing elevation. The platform is raised three courses of brickwork above the ground level. In the centre of the platform is a series of features that relate to internal features within the interior of the building.
Condition	Near destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06848w, 06850w, 06851w, 06852w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 26: Brick platform with the remains of a concrete step at the front of the building



Plate 27: Remains of internal features on the floor of the structure

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC24
PRN	06850w
Name	36' x 16' FOUNDATION AND CONCRETE BASE
NGR	SS5678691987
On Air Ministry Plan?	Yes
MoD Building No	323
In Use	No
Description	Linear brick base with square extension to the western end, three piers sub-divide either flank. The foundations stand five courses high above the current ground level and have a reinforced concrete floor. The bricks used in the construction of the structure are stamped 'Clyne' having come from the nearby brickworks'.
Condition	Near destroyed
Condition rating	Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06848w, 06849w, 06851w, 06852w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 28: Brick building. View to the northeast

GGAT 112 Second World War Military Airfields of South Wales

ID No FC25
PRN 06851w
Name FLIGHT OFFICE AND REST ROOM
NGR SS5685291999
On Air Ministry Plan? Yes
MoD Building No 245
In Use No
Description A concrete platform only just visible beneath the vegetation.
Condition Near destroyed
Condition rating Destroyed
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06848w, 06849w, 06850w, 06852w
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No



Plate 29: Remains of the building platform

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC26
PRN	06852w
Name	LATERINE AND DRYING ROOM
NGR	SS568899206
On Air Ministry Plan?	Yes
MoD Building No	244
In Use	No
Description	Very little remains of this structure except a section of brickwork at the plinths north western corner. The majority of this site is covered in vegetation.
Condition	Near destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06848w, 06849w, 06850w, 06851w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 30: Remains of building PRN 06852w

4.1.4 Building Group 'B'

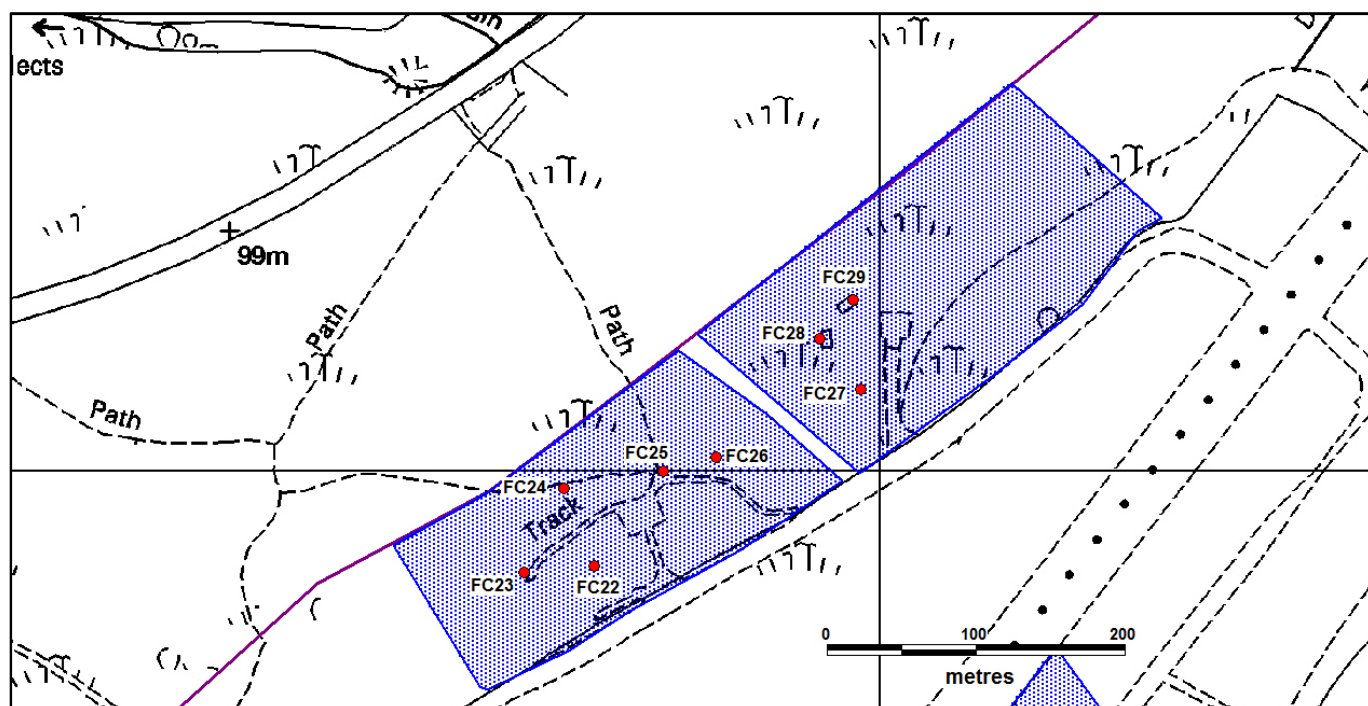


Figure 8: Surviving sites within the airfield sub-area 'Building Group B' (shown in blue to the right)

ID No	FC27
PRN	06853w
Name	R P STORES
NGR	SS5698292057
On Air Ministry Plan?	Yes
MoD Building No	240
In Use	No
Description	Building with raised concrete base. A single step is located at the front of the structure. A lip runs around the perimeter of the structure and within this is a series of iron pins, these may have been used to fasten the main building structure to the base.
Condition	Near destroyed
Condition rating	Very bad
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06854w, 06855w,
Linked to airfield function?	No

Of technical/Structural interest? No

Historical association? No



Plate 31: The concrete building base. Note the single front step at the front of the structure.

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC28
PRN	06854w
Name	R P STORES
NGR	SS5695792096
On Air Ministry Plan?	No
MoD Building No	240A
In Use	No
Description	Very little remains of this structure; a corner of the platform is exposed and the concrete has started to break down. The majority of this site is lost beneath the vegetation leaving just an outline of the buildings platform base.
Condition	Near destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06853w, 06855w, 06856w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 32: Very little remains of building PRN 6854w

GGAT 112 Second World War Military Airfields of South Wales

ID No FC29
PRN 06855w
Name WATCH OFFICE
NGR SS5698192114
On Air Ministry Plan? No
MoD Building No -
In Use No
Description Rudimentary Fighter Watch Office used as a shelter for the duty pilot or officer on watch on an airfield. The building is in a poor state of preservation having lost all of its upstanding structure, so all that remains is a reinforced concrete base accessed by a flight of three concrete steps. Mature trees and shrubs have all taken root on top and surrounding the base and are causing the base to be undermined towards the rear north facing corner.
Condition Near destroyed
Condition rating Very bad
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06854w, 06856w, 06857w
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 33: Remains of the Watch Office. View to the east



Plate 34: Set of three concrete stairs used to access the building

4.1.5 Infantry Trenches

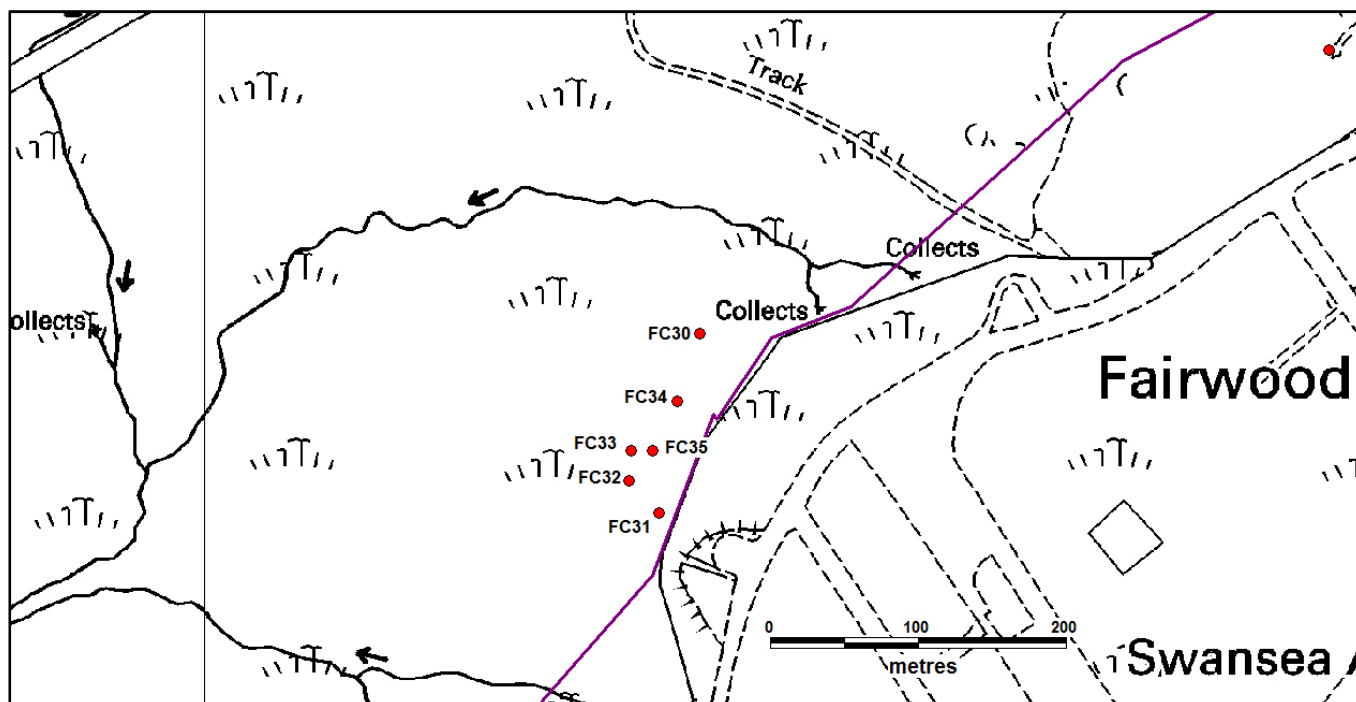


Figure 9: Location of the Infantry Trenches at the end of runway 33/15

ID No	FC30
PRN	06856w
Name	INFANTRY TRENCHES
NGR	SS5633291737
On Air Ministry Plan?	No
MoD Building No	-
In Use	No
Description	Running in a zigzag pattern across the open moorland at the northern end of runway 33/15 are at least seven submerged brick and concrete lined gunpits or infantry trenches, that formed part of the airfields perimeter defences. The plan-form is a loose 'V' shape providing the operative inside with a broad field of fire. All the features are now in filled to a lesser or greater degree. Trench FC30 is unusual from the rest, located to the east of the runway on a northeast facing slope it varies from the rest as it is enclosed within a slight earthen mound. This earthwork may have been added to provide the occupant with a greater amount of protection.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure

GGAT 112 Second World War Military Airfields of South Wales

Associated PRN sites 06857w, 06858w, 06859w, 06860w, 06861w

Linked to airfield function? No

Of technical/Structural interest? Yes

Historical association? No



Plate 35: Remains of the earthen bung surrounding infantry trench FC30



Plate 36: Infantry trench FC 30 (PRN 06856w). Note the loose 'V' shaped plan

GGAT 112 Second World War Military Airfields of South Wales






ID No.	PRN	NGR	Condition	Image
FC31	06857w	SS5630491617	Poor	
FC32	06858w	SS5628691639	Poor	
FC33	06859w	SS5628691660	Very Bad	
FC34	06860w	SS5631891692	Very Bad	
FC35	06861w	SS5630191659	Poor	

Table 2: Location and condition of the Infantry Trenches

4.1.6 Main Site

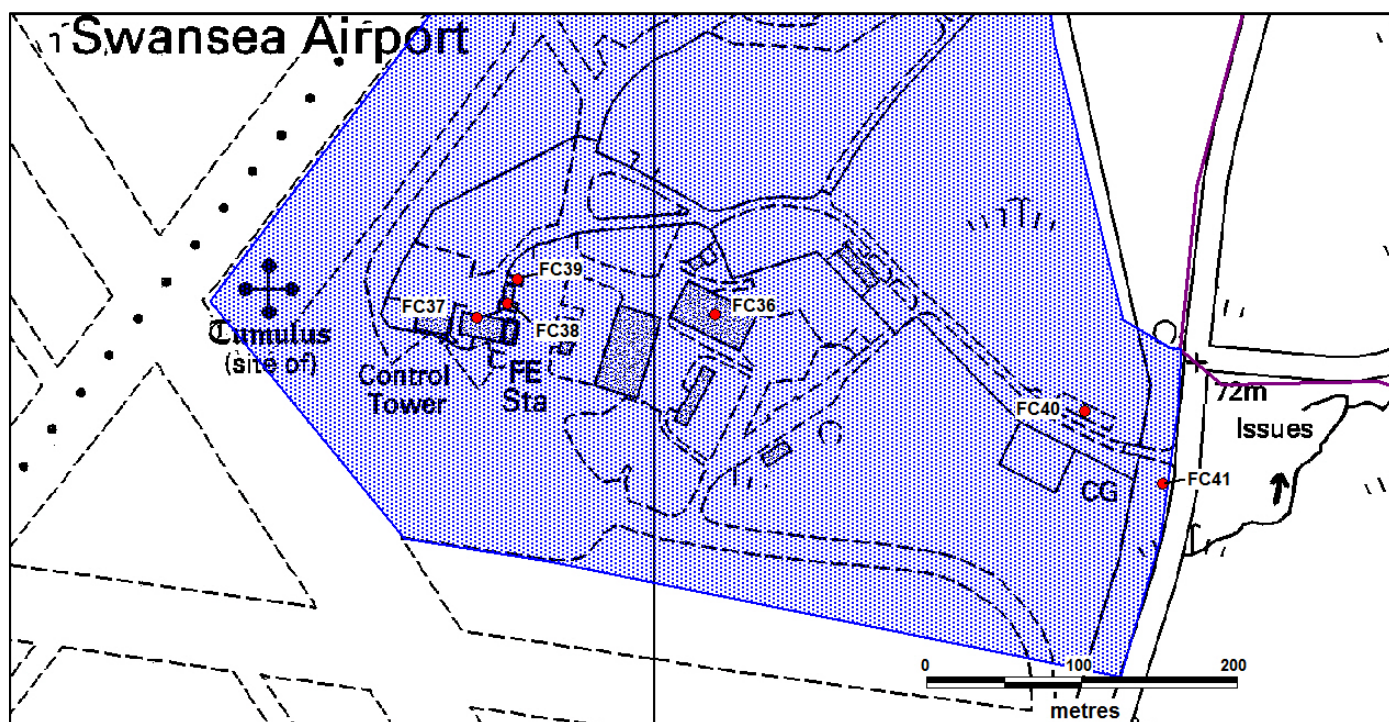


Figure 10: Surviving sites within the airfield sub-area 'Main Site' (shown in blue)

ID No	FC36
PRN	06862w
Name	BELLMAN HANGAR
NGR	SS5703791342
On Air Ministry Plan?	Yes
MoD Building No	8
In Use	Yes
Description	Re-clad and re-roofed Bellman Hangar (drawing no. 8349/37). Unable to obtain access to the hangar during the course of this project, therefore the condition of the structure was not recorded. The Bellman Hangar was designed in 1936 by the Directorate of Works structural engineer, N. S. Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.
Condition	Not Known
Condition rating	Not recorded
Period	Modern
Group Value	Yes

GGAT 112 Second World War Military Airfields of South Wales

Form Other structure

Associated PRN sites 06863w, 06864w, 06865w, 06866w, 06867w

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No



Plate 37: The surviving Bellman hangar. View to the southwest

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC37
PRN	06863w
Name	WATCH OFFICE
NGR	SS5688391340
On Air Ministry Plan?	Yes
MoD Building No	1
In Use	Yes
Description	Watch Office (Drawing No.518/40) this was probably the largest of the RAF's wartime temporary brick watch office, based on the all-timber 2423/39. Built after 1941 on many Operational Training Unit airfields the design was superseded by 8936/40. The tower at Fairwood has undergone a large amount of conversion and alteration during its lifetime, though some external features, such as a set of windows on the northeast facing elevation seem to be original. The interior to has been much altered, with office space occupying to the east side of the building, a single storey extension has also been added, while the western half of the ground floor area houses the 'Tower Café'.
Condition	Converted
Condition rating	Damaged
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06864w, 06865w, 06866w, 06867w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 38: The Control Tower at RAF Fairwood Common (northeast facing elevation)

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC38
PRN	06864w
Name	FIRE TENDER SHELTER
NGR	SS5690491384
On Air Ministry Plan?	Yes
MoD Building No	2
In Use	Yes
Description	The Fire Tender Shed (drawing No. 12584/40) is still in use for its original purpose at Fairwood and houses the Airport Fire and Rescue Services six-wheeled Scammell FIRE 1 vehicle. Unable to obtain access to the airport during the course of this project, therefore the condition of the structures is not recorded.
Condition	Not Known
Condition rating	Not Recorded
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06863w, 06865w, 06866w, 06867w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 39: Fire Tender Shelter (at the centre of the picture). View to the west.

GGAT 112 Second World War Military Airfields of South Wales

ID No FC39
PRN 06865w
Name TRACTOR AND TRAILER SHED
NGR SS5691191363
On Air Ministry Plan? Yes
MoD Building No 4
In Use Yes
Description The Tractor and Trailer shed (drawing No. 12584/40). Unable to obtain access to the airport during the course of this project, therefore the condition of the structures is not recorded.
Condition Not Known
Condition rating Not Recorded
Period Modern
Group Value Yes
Form Other structure
Associated PRN sites 06863w, 06864w, 06866w, 06867w
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No

GGAT 112 Second World War Military Airfields of South Wales

ID No FC40
PRN 06866w
Name STATION HEADQUARTERS
NGR SS5727791279
On Air Ministry Plan? Yes
MoD Building No 23
In Use Yes
Description Remains of the Station Headquarters. All that survives is a linear concrete pad. The original building would have been a long temporary brick hut rendered with concrete with external piers at ten feet centres to form five bays. Steel trusses covered with corrugated asbestos sheets would have supported the roof. These building were used for administrative purposes housing offices; lecture rooms and in some cases a library and a meteorological office.
Condition Near Destroyed
Condition rating Destroyed
Period Modern
Group Value Yes
Form Other structure
Associated PRN sites 06863w, 06864w, 06865w, 06867w
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No

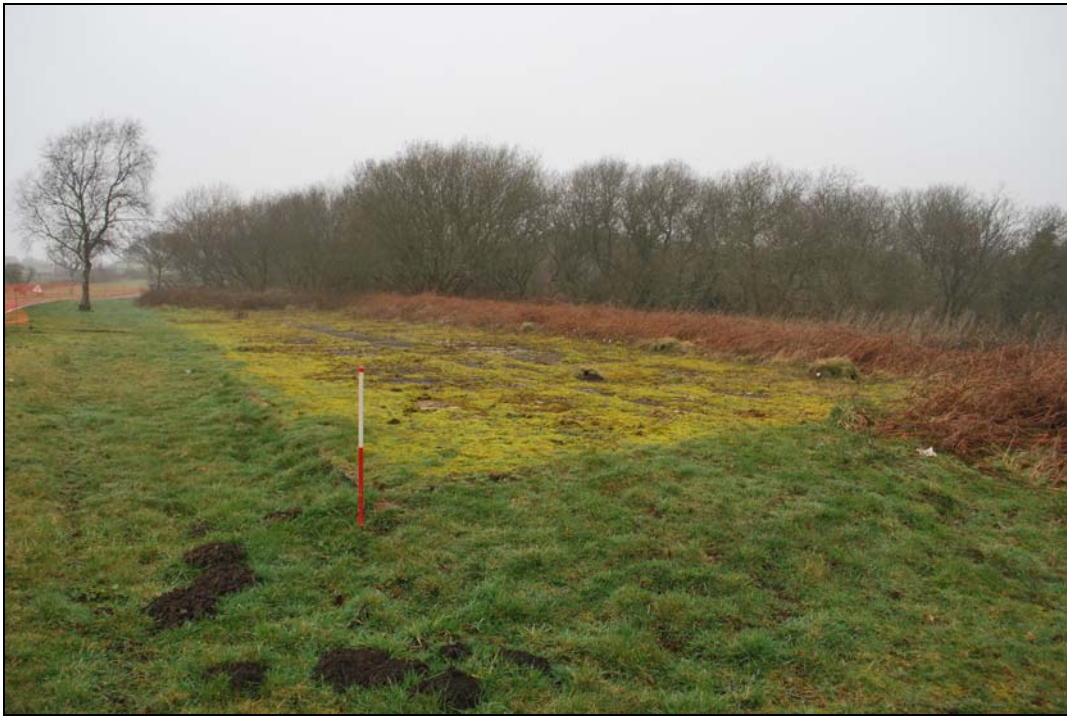


Plate 40: Little remains of the Station Headquarters except the concrete pad

GGAT 112 Second World War Military Airfields of South Wales

ID No	FC41
PRN	06867w
Name	BARRACK HUT
NGR	SS5732791233
On Air Ministry Plan?	Yes
MoD Building No	54
In Use	Yes
Description	All that survives of this structure a linear concrete platform with the remains of a standard RAF issue half hexagonal cast concrete grate where the fire once stood.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06863w, 06864w, 06865w, 06866w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 41: Remains of the grate at the north eastern end of the guard house

4.2 RAF Stormy Down

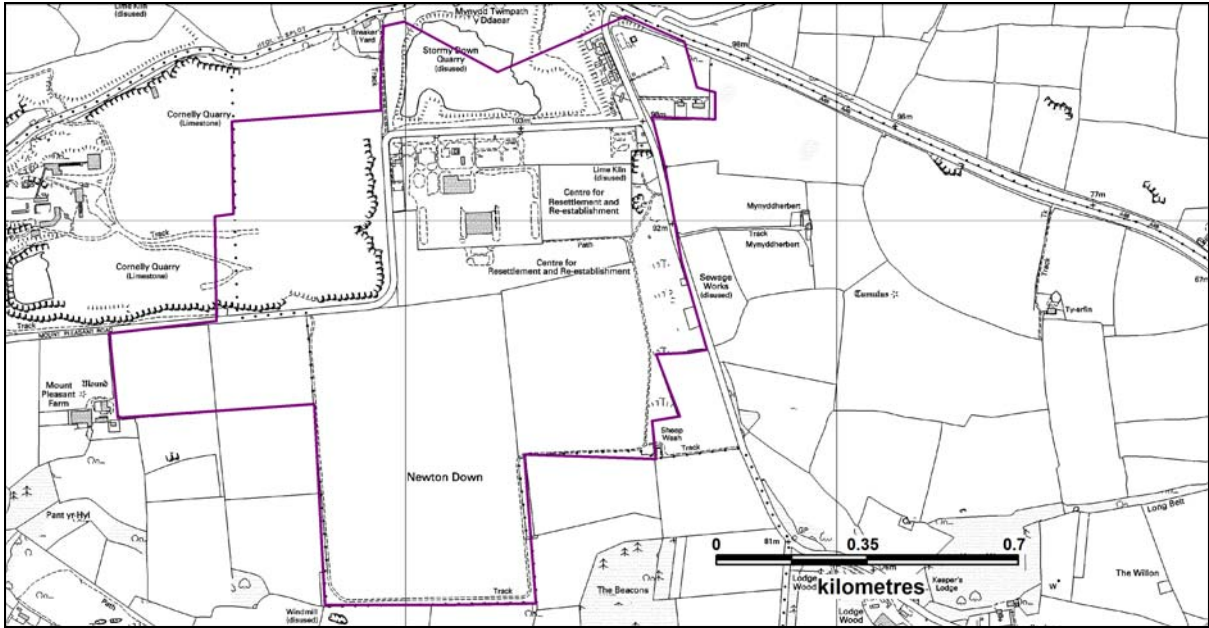


Figure 11: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).

© Hawlfraint y Goron a ffraind cronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).



Figure 12: Aerial view of Stormy Down taken on 19th May 1947

Image courtesy Welsh Government Photographic Archive

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD
PRN	006330m
Name	RAF STORMY DOWN
NGR	SS8415079790
On Air Ministry Plan?	Yes
In Use	Yes
Description	<p>Land to build this airfield was requisitioned in 1937, and the initial facilities were completed by 1st June 1939. These facilities include wooden buildings for accommodation, sickbay and workshops. A VR2 type hangar and a few concrete buildings had been added by 1940. Between February and August 1944, the grass runway was levelled and new hard standing built. Pierced steel Sommerfield trackway was also installed to stabilise the runway's surface.</p> <p>The former Royal Air Force Stormy Down, commonly known as RAF Stormy Down, was a Second World War Royal Air Force airfield near Pyle, Bridgend, opened in 1939. It was an armament training school for the RAF then after they departed the French took the station over and later American forces were also stationed at 'Stormy'. Flying ceased in August 1944 due to the dangerous grass landing strip.</p> <p>The airfield was originally named Porthcawl, but was renamed Stormy Down early in 1940. The No.9 Armament Training Station formed here on the 24th April 1939, but was renamed 7 Air Observers School on 1st September 1939. The first unit to be based at Stormy Down was 7 Air Gunnery School (AGS) from November 1939 flying Armstrong Whitworth Whitleys and Fairey Battles. By 1942, these aircraft had been replaced with Avro Ansons, Boulton Defiants and Westland Lysanders. In November 1943, a cine-gun flight was formed with Miles Martinets to assist student with the learning procedures for curve-of-pursuit attacks. Two Piper Cubs belonging to the US Army utilised the hangers at the end of 1943. In February 1944, 7 AGS moved to RAF Rhoose (PRN 04243s). In August 1944, when the airfield re-opened 7 AGS returned for a short period only to be disbanded on the 21st August. The RAF and WAAF element (the Women's Auxiliary Air Force who undertook many duties on airfields in the Second World War) and the Initial Training Wing utilised the base for the training of French aircrews and remained until the airfield was officially closed on 21st April 1946.</p>
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Form	Airfield
Of technical/Structural interest?	No
Historical association?	Yes

RAF Stormy Down Sub-Sites

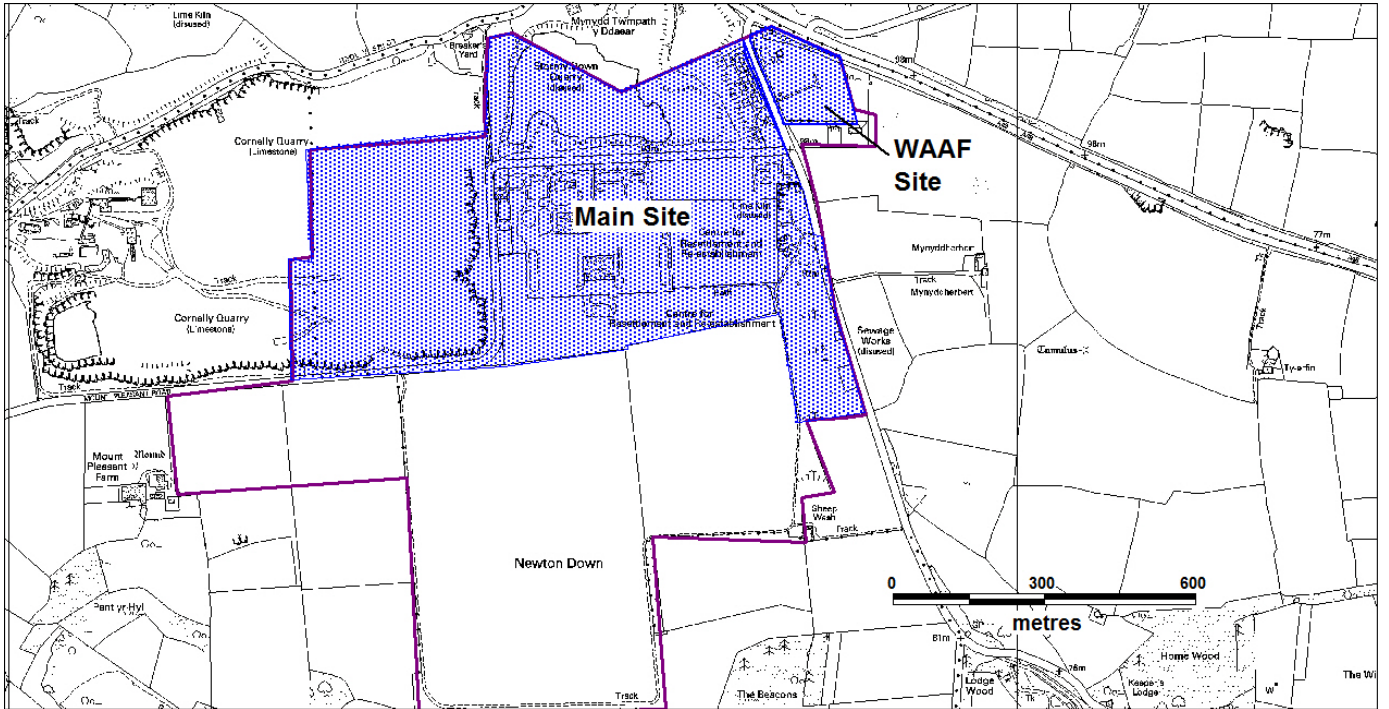


Figure 13: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps

4.2.1 WAAF Site

This was a combined WAAF communal quarters site for all ranks, with a mixture of buildings such as a combined dining room (for 300 airwomen) and Sergeants mess (for 10). Other buildings included an institute for 300 and a Gymnasium and Cinema.

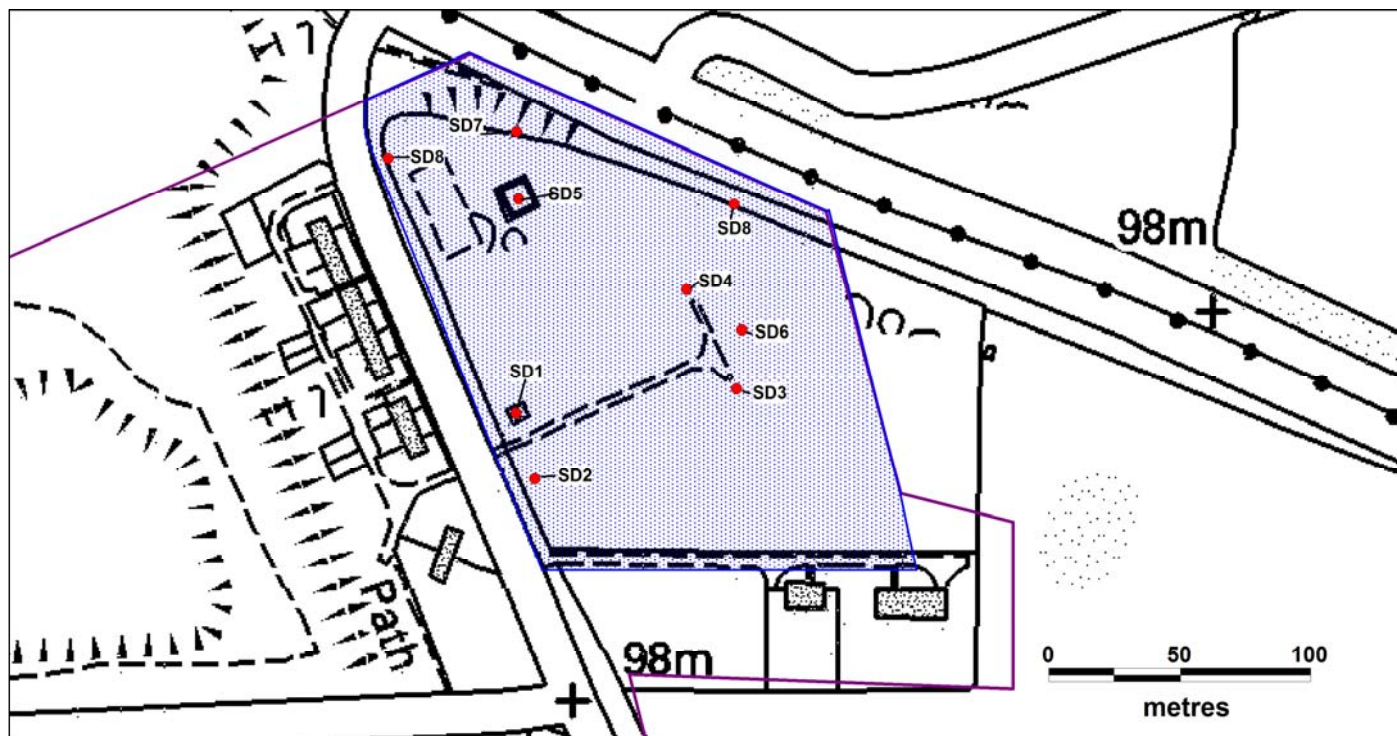


Figure 14: Surviving sites within the airfield sub-area 'WAAF Site' (shown in blue)

ID No	SD1
PRN	06331m
Name	PICKET POST
NGR	SS8453280337
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	Picket Post 14294/40 based at the entrance to Stormy Down WAAF site. Picket Posts were placed at the entrances to dispersed sites to control traffic entering and leaving the site. This cement rendered brick building with external brick piers is in a poor state of preservation and is basically a shell, having lost all of its original windows and doors. The corrugated steel roof sheets look like a later replacement.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	No

GGAT 112 Second World War Military Airfields of South Wales

Form Building

Associated PRN sites 06330m, 06332m, 06333m, 06334m, 06335m, 06336m, 06337m, 06338m, 06339m

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 42: Remain of the picket post (south facing elevation)



68
Plate 43: Picket post (west facing elevation)

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD2
PRN	06332
Name	WAAF ACCOMODATION BLOCK
NGR	SS8453280313
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	This building has been total destroyed and is now a heap of demolition material
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Earthwork
Associated PRN sites	06330m, 06331m, 06333m 06334m, 06335m, 06336m, 06337m, 06338m, 06339m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 44: All that physically remains of one of the WAAF accommodation blocks.

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD3
PRN	06333m
Name	WAAF BARRACK HUT (REMAINS)
NGR	SS846028034
On Air Ministry Plan?	Yes
MoD Building No	1
In Use	No
Description	Linear concrete pad represents the footings of a wooden WAAF accommodation hut. These wooden huts once covered a large percentage of the site.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06330m, 06331m, 06332m, 06334m, 06335m, 06336m, 06337m, 06338m, 06339m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 45: Visible remains of one of the WAAF wooden accommodation hut

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD4
PRN	06334m
Name	WAAF COMBINED DINING ROOM & INSTITUTE (REMAINS)
NGR	SS8458980373
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	A linear concrete pad with ducting recesses is all that remains of the WAAF combined dining room and institute, building type 1441/41. This building would have been a curved corrugated type structure with small bay type windows along either flank.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06330m, 06331m, 06332m, 06333m, 06335m, 06336m, 06337m, 06338m, 06339m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 46: The remains of the WAAF combined dining room and institute

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD5
PRN	06335m
Name	STATIC WATER TANK
NGR	SS8453480421
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	Concrete banked static water tank. Constructed to hold 20,000 gallons of water. This feature is now heavy overgrown with vegetation, but still holds a small amount of water.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	06330m, 06331m, 06332m, 06333m, 06334m, 06336m, 06337m, 06338m, 06339m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 47: Static water tank, able to hold 20,000 gallons of water

GGAT 112 Second World War Military Airfields of South Wales

ID No SD6
PRN 06336m
Name GYMNASIUM AND CINEMA
NGR SS8462580360
On Air Ministry Plan? Yes
MoD Building No 32
In Use No
Description A standard 'temporary style' gymnasium and cinema structure. The external structure has been destroyed leaving just the internal features, a sloping ridged incline, which once held the rows of seating, and the rear stepped extension that housed the projection equipment. Demolition material surrounding the remaining features suggest that the original building was of brick and concrete with a steel 'A' framed trussed roof.
Condition Near Destroyed
Condition rating Destroyed
Period Modern
Group Value Yes
Form Building
Associated PRN sites 06330m, 06331m, 06332m, 06333m, 06334m, 06335m, 06337m, 06338m, 06339m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 48: Internal terracing that once housed the cinema seating



Plate 49: The concrete footings for the projection equipment



Plate 50: Steps leading to the projection booth extension at the rear of the building



Plate 51: Remains of the roof trusses and external wall

GGAT 112 Second World War Military Airfields of South Wales

ID No SD7
PRN 06337m
Name UNKNOWN STRUCTURE
NGR SS8452880335
On Air Ministry Plan? Yes
MoD Building No 4
In Use No
Description Brick remains at the periphery of the site. These possibly represent the remains of a destroyed air raid shelter.
Condition Destroyed
Condition rating Destroyed
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06330m, 06331m, 06332m, 06333m, 06334m, 06335m, 06336m, 06338m, 06339m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 52: Unknown brick structure, possibly an exposed air raid shelter

GGAT 112 Second World War Military Airfields of South Wales

ID No SD8
PRN 06338m
Name AIR RAID SHELTER
NGR SS8458980428
On Air Ministry Plan? Yes
MoD Building No -
In Use No
Description The walls of the entrance to the underground shelter are made from pre cast concrete. Access to the interior of this site was not possible and therefore the condition is unknown.
Condition Not known
Condition rating Nor Recorded
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06330m, 06331m, 06332m, 06333m, 06334m, 06335m, 06336m, 06337m, 06339m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 53: Access steps to air raid shelter

GGAT 112 Second World War Military Airfields of South Wales

ID No SD9
PRN 06339m
Name BISON AIR RAID SHELTER
NGR SS8447780432
On Air Ministry Plan? Yes
MoD Building No -
In Use No
Description Large communal air raid shelter constructed from precast concrete panelling. Some of the original features, handrail fixings, and entrance floor grill and exit ladder still survive. This type of air raid shelter were produced by *Concrete Limited*, who also produced the Bison mobile pillbox, and were constructed from sheets of square interlocking preformed concrete pieces.
Condition Damaged
Condition rating Fair
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06330m, 06331m, 06332m, 06333m, 06334m, 06335m, 06336m, 06337m, 06338m
Linked to airfield function? No
Of technical/Structural interest? Yes
Historical association? No



Plate 54: entrance to the shelter

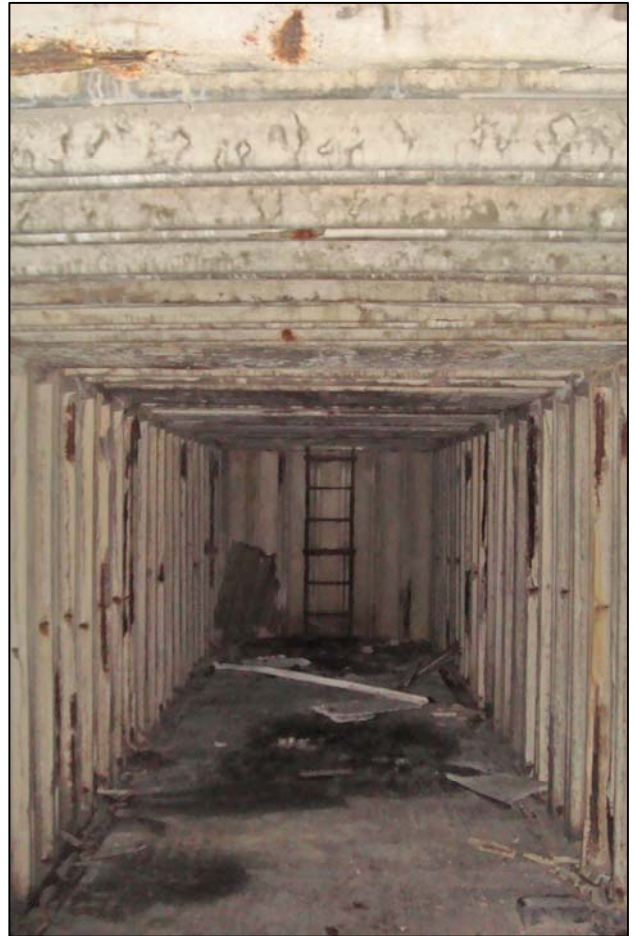


Plate 55: Interior of the shelter.

4.2.2 Main Site

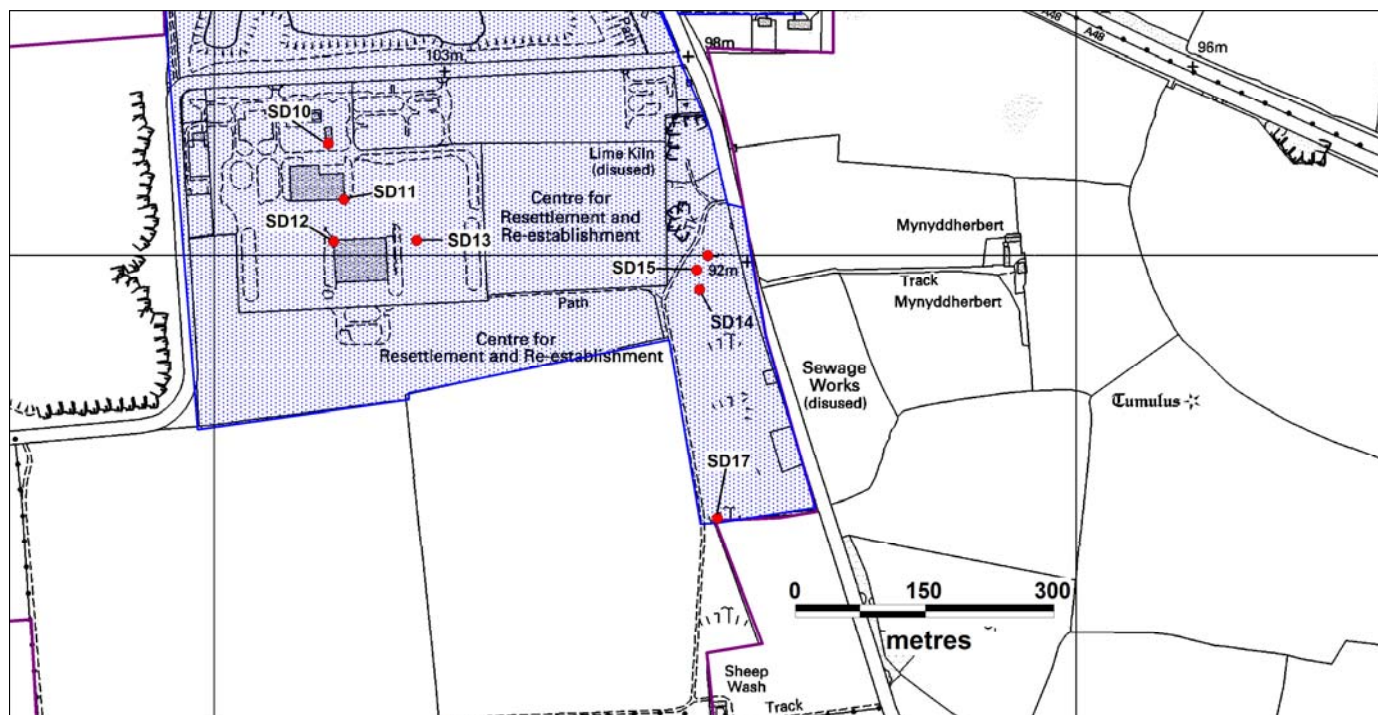


Figure 15: Surviving sites within the airfield sub-area 'Main Site' (shown in blue)

ID No	SD10
PRN	06340m
Name	INLET SUB-STATION/ TRANSFORMER HOUSE
NGR	SS8413380129
On Air Ministry Plan?	Yes
MoD Building No	29
In Use	Yes
Description	Electrical sub-station similar to civil varieties. The building has undergone a number of alterations and extensions and is now used mainly as a storeroom. Future plans for this building include the possibility of transforming it into a museum.
Condition	Damaged/Converted
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	06330m, 06341m, 06342m, 06343m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 54: Front of the sub-station PRN 06340m (north facing elevation)



Plate 55: Side elevation (northwest facing)

GGAT 112 Second World War Military Airfields of South Wales

ID No SD11
PRN 06341m
Name 'F' SHED
NGR SS8415280062
On Air Ministry Plan? Yes
MoD Building No 16
In Use Yes
Description 'F' shed at Stormy Down. This structure was a former seaplane shed and constructed just after the First World War. The shed is unusual as it originally had side openings on only one side. The entrance was reinforced and framed by external raking steel stanchions, of which only one survives on the south facing elevation. On the eastern and western elevations the windows are continuous vertical lights, though those on the eastern facing elevation are hidden behind dual hoppers. The building has been completely re-clad in steel sheeting and is almost unrecognisable. A new half height entrance has been cut through the eastern end of the south facing elevation of the structure.
Condition Converted
Condition rating Poor
Period Modern
Group Value No
Form Building
Associated PRN sites 06330m, 06340m, 06342m, 06343m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 56: Eastern elevation of the 'F' shed



Plate 57: Main entrance to the 'F' shed (south facing)

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD12
PRN	06342m
Name	BOULTON & PAUL AIRCRAFT VR.2 SHED
NGR	SS8413980016
On Air Ministry Plan?	Yes
MoD Building No	22
In Use	Yes
Description	A double-span aircraft hangar designed by Boulton & Paul of London and Norwich. The steel-framed hangar has been completely re-clad in corrugated steel sheeting. The Air Ministry schedule lists the shed as the home of Maintenance Unit 'N'. This type of shed was mainly used on aircraft factory sites and at Armament Training Schools.
Condition	Converted
Condition rating	Fair
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	06330m, 06340m, 06341m, 06343m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 58: Profile of the double-span VR2 aircraft shed (north facing elevation)

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD13
PRN	06343m
Name	BELLMAN HANGER
NGR	SS8422979994
On Air Ministry Plan?	Yes
MoD Building No	21
In Use	No
Description	<p>The upstanding hangar structure has been completely removed leaving only the concrete pad and apron surviving. The cast iron door grooves also survive. The Hangar was recorded as 'B Flight' on the Air Ministry plans.</p> <p>The Bellman Hangar (drawing no. 8349/37) was designed in the United Kingdom in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.</p>
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06330m, 06340m, 06341m, 06342m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 59: All that remains of the Bellman hangar are the door runners

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD14
PRN	06344m
Name	ARMADILLO SHELTER
NGR	SS8456479961
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	<p>The remains of the airfield Armadillo shelter. This building housed an extemporised armoured fighting vehicle produced in Britain during the invasion crisis of 1940-41. Based on a number of standard lorry chassis, it comprised a wooden fighting compartment protected by a layer of gravel and a driver's cab protected by mild steel plates. The Armadillos were armed with two Lewis Guns and three rifles.</p> <p>Armadillos were to be kept a short distance from the airfield, well hidden and protected but always ready to be called into action. Overweight, the Armadillo was unsuitable for travelling over rough or boggy ground. However, it did not need to travel far or fast, nor did it need to cope with hills; it could easily move along airfield taxiways and perimeter roads.</p> <p>The building is now represented by a heap of brick rubble.</p>
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	06330m, 06345m, 06346m, 06347m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 60: Remains of the airfield Armadillo shelter

GGAT 112 Second World War Military Airfields of South Wales

ID No SD15
PRN 06345m
Name MUNITIONS STORE
NGR SS8455679997
On Air Ministry Plan? Yes
MoD Building No -
In Use No
Description A brick built semi-sunken munitions store. The square interior is concrete lined and the shelter exit has a set of rungs instead of a ladder.
The earthen covering and internal structure remains intact, however, the protruding exit hatch has damage to the exposed brickwork.
Condition Damaged
Condition rating Fair
Period Modern
Group Value No
Form Other structure
Associated PRN sites 06330m, 06344m, 06346m, 06347m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 61: Semi-sunken munitons store. View to the southwest



Plate 62: Interior of the store. Note the 'C' ring style rungs at the rear of the structure

GGAT 112 Second World War Military Airfields of South Wales

ID No	SD16
PRN	06346m
Name	BARRACK HUT
NGR	SS8459480014
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	No
Description	A brick and concrete base is all that remains of this accommodation hut. The original structure would have been the standard 'Nissen type' billet. The structure would have been semi-circular in section and comprised of prefabricated curved corrugated iron sheeting over an internal steel frame. This building would have possibly been used to house the crew responsible for the Armadillo vehicle.
Condition	Near Destroyed
Condition rating	Very Bad
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	06330m, 06344m, 06345m, 06347m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 63: A linear brick platform is all that survives of the hut. (View to the southeast)

GGAT 112 Second World War Military Airfields of South Wales

ID No SD17
PRN 06347m
Name EDGE OF AIRFIELD
NGR SS8458879884 - SS84629799031
On Air Ministry Plan? Yes
MoD Building No -
In Use Yes
Description Remains of a section of original airfield perimeter fencing that marked the edge of airfield. The row of standard concrete posts still maintains remnants of the original barbed wire deterrent. The fence line, though no longer intact, is still in use by the landowner.
Condition Damaged
Condition rating Fair
Period Modern
Group Value No
Form Linear
Associated PRN sites 06330m, 06344m, 06345m, 06346m
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 64: Remain of the airfield boundary. Note remnants of the original barbed wire deterrent

GGAT 112 Second World War Military Airfields of South Wales

ID No SD18
PRN 07416m
Name HIGH LEVEL WATER TOWER
NGR SS8413380129
On Air Ministry Plan? Yes
MoD Building No 29
In Use Yes
Description A well preserved water tower constructed from Braithwaite panels. The water tank is raised upon a four cast iron legs and originally held the water for the main airfield site.
Condition Good
Condition rating Good
Period Modern
Group Value Yes
Form Other Structure
Associated PRN sites 06340m, 06341m, 06342m, 06343m
Linked to airfield function? No
Of technical/Structural interest? Yes
Historical association? No

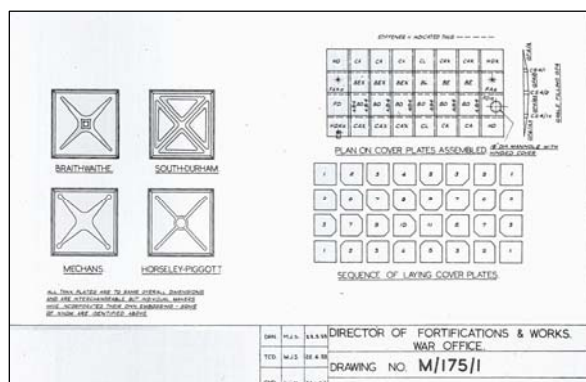
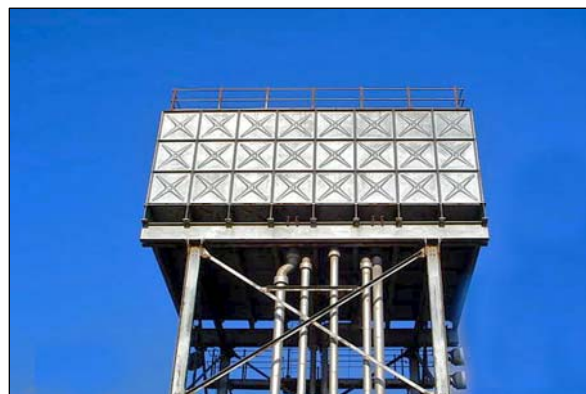


Plate 65: The well-preserved water tower at Stormy Down

4.3 No.6 Satellite Landing Ground St Bride's

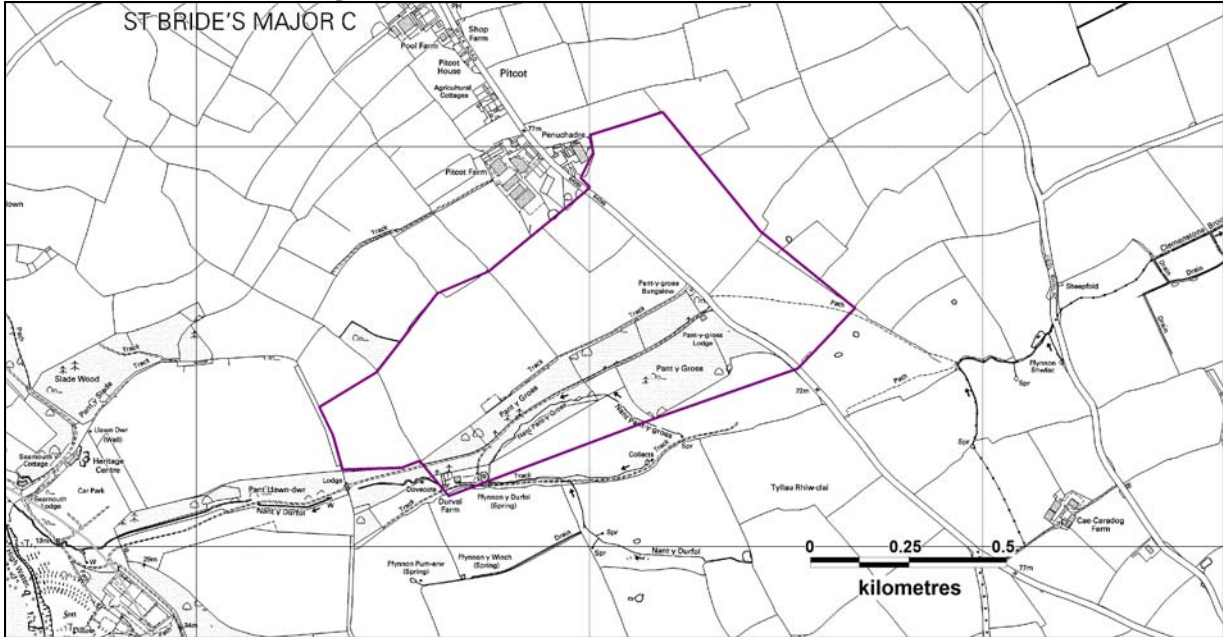


Figure 16: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).

© Hawlfraint y Goron a ffraind cronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916)



Figure 17: Aerial view of the main runway at St Brides taken on 24th April 1942

Image courtesy Welsh Government Photographic Archive

GGAT 112 Second World War Military Airfields of South Wales

ID No	SB
PRN	06348m
Name	NO.6 SATELLITE LANDING GROUND ST BRIDE'S
NGR	SS9007073550
Air Ministry Plan?	No
In Use	Yes
Description	<p>The airfield consisted to two landing grounds - St Brides East and St Brides West - joined by a farm track.</p> <p>St Brides was allocated as a Satellite Landing Ground (SLG) to St Athan in December 1940 and became fully operational in April 1941. Up to 55 Hawker Hurricanes, Bristol Beaufighters and Bristol Beauforts were stored at any one time. However, aircraft hangarage was not constructed until May 1944, when a solitary Robin hangar and large concrete apron were built. The aircrew's creature comforts were not provided for until a small Nashcrete building was erected to serve as a canteen in October 1943.</p> <p>In July 1945, the landing ground was given back to its owner apart from a small area where Hawker Henley and Beaufighters were being broken up by a working party from Bristol Aeroplane Company. Closure was completed by 26th September 1945.</p>
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Airfield
Historical association?	No

GGAT 112 Second World War Military Airfields of South Wales

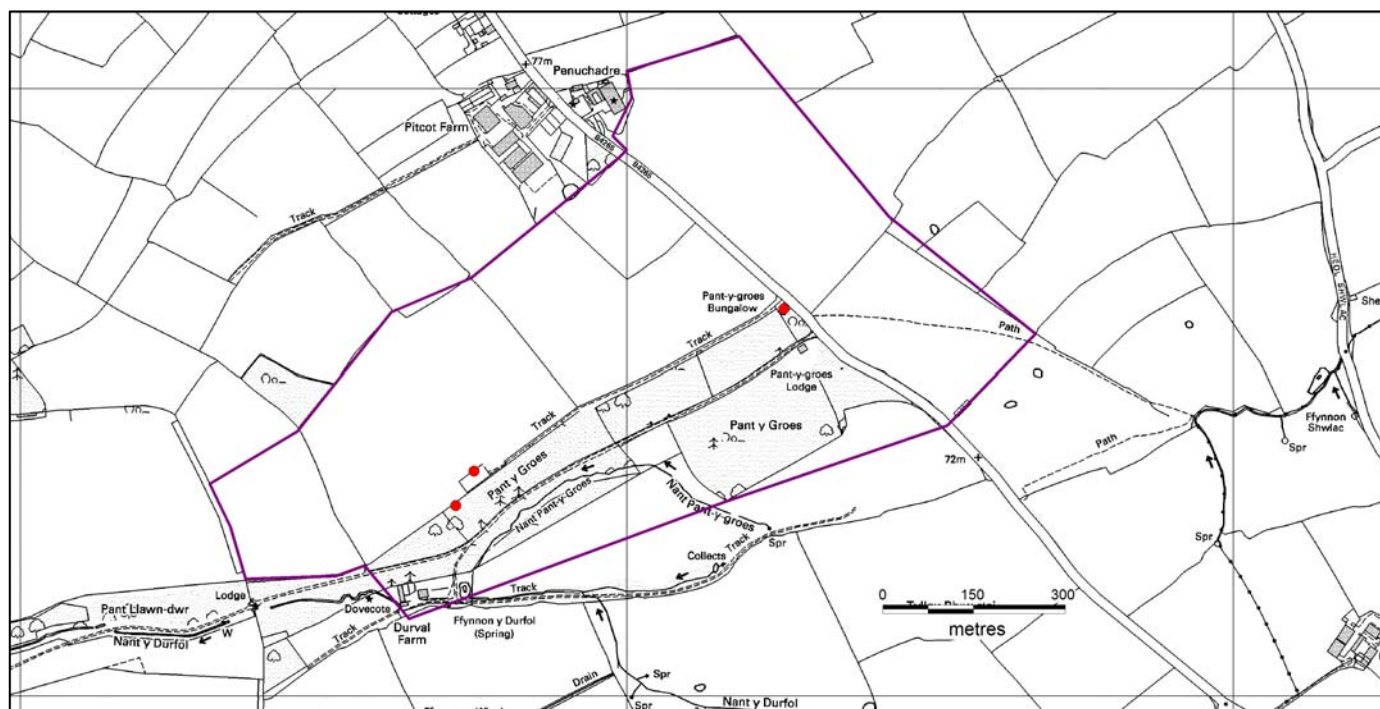


Figure 18: Surviving sites within the airfield boundary (shown in purple)

ID No	SB1
PRN	04762m
Name	WATCH OFFICE FOR SLG
NGR	SS90267364
On Air Ministry Plan?	-
MoD Building No	-
In Use	No
Description	<p>This single storey structure is of an unusual type, combining aspects of both of a Ministry of Aircraft production rudimentary type Watch Office and a Fighter Satellite Station Watch Office (Drawing No. 3156/41).</p> <p>The building is separated into two rectangular sections, with a latrine block extension to the rear and a lean-to extension, which may or may not be original, to the front of the building. Each room has windows to front, rear and side; while the small rear extension is pierced with three square windows located at head height. The structure is now in a poor structural state, the pitched-roof having been removed leaving the interior exposed, and the site heavy overgrown with vegetation. A number of original features, such as the Bakelite light switches and fireplaces are still <i>in situ</i>.</p>
Condition	Near Destroyed
Condition rating	Very Bad
Period	Modern
Group Value	No

GGAT 112 Second World War Military Airfields of South Wales

Form Building

Associated PRN sites 06348m, 06349m, 04760m

Linked to airfield function? Yes

Of technical/Structural interest? Yes

Historical association? No



*Plate 66: Rear elevation of the Satellite Station Watch Office.
Note the latrine extension with its three square windows*



Plate 67: Front elevation of the Satellite Station Watch Office

GGAT 112 Second World War Military Airfields of South Wales

ID No SB2
PRN 04760m
Name CONCRETE APRON FOR ROBIN HANGER
NGR SS89757337
On Air Ministry Plan? -
MoD Building No -
In Use Yes
Description Little remains of this small dispersal aircraft hangar except the concrete apron were the Robin hangar once stood. The hangar featured an "A" shaped steel frame clad with corrugated iron; external outriggers support end doors. The hangar was the smaller 2204/41. This type of hangar was typically used on aircraft storage units or satellite landing grounds. This structure is of the same type as PRN 04244s. The apron is slowly being covered by vegetation and is currently being used by the landowner to store cattle feed.
Condition Damaged
Condition rating Poor
Period Modern
Group Value No
Form Building
Associated PRN sites 06348m, 06349m, 04762m
Linked to airfield function? Yes
Of technical/Structural interest? Yes
Historical association? No



*Plate 68: Remains of the concrete apron where the Robin hangar once stood.
View to the north*



Plate 69: Remains of the side entrance to the Robin hangar. View to the north

GGAT 112 Second World War Military Airfields of South Wales

ID No SB3
PRN 06349m
Name DISPERSAL PLATFORM
NGR SS8965173259
On Air Ministry Plan? No
MoD Building No -
In Use No
Description A rectangular platform extending east/west out from the open airfield into woodland. The platform is of drystone construction using locally sourced limestone and was used to hide aircraft stored at the site from aerial observation. The feature, though overgrown, is still in a good state of preservation.
Condition Damaged
Condition rating Fair
Period Modern
Group Value No
Form Platform
Associated PRN sites 06348m, 04760m, 04762m
Linked to airfield function? Yes
Of technical/Structural interest? Yes
Historical association? No



Plate 70: Remains of the dispersal platform. View to the north



Plate 71: Dispersal platform showing construction technique (south facing elevation)

4.5 RAF Rhoose

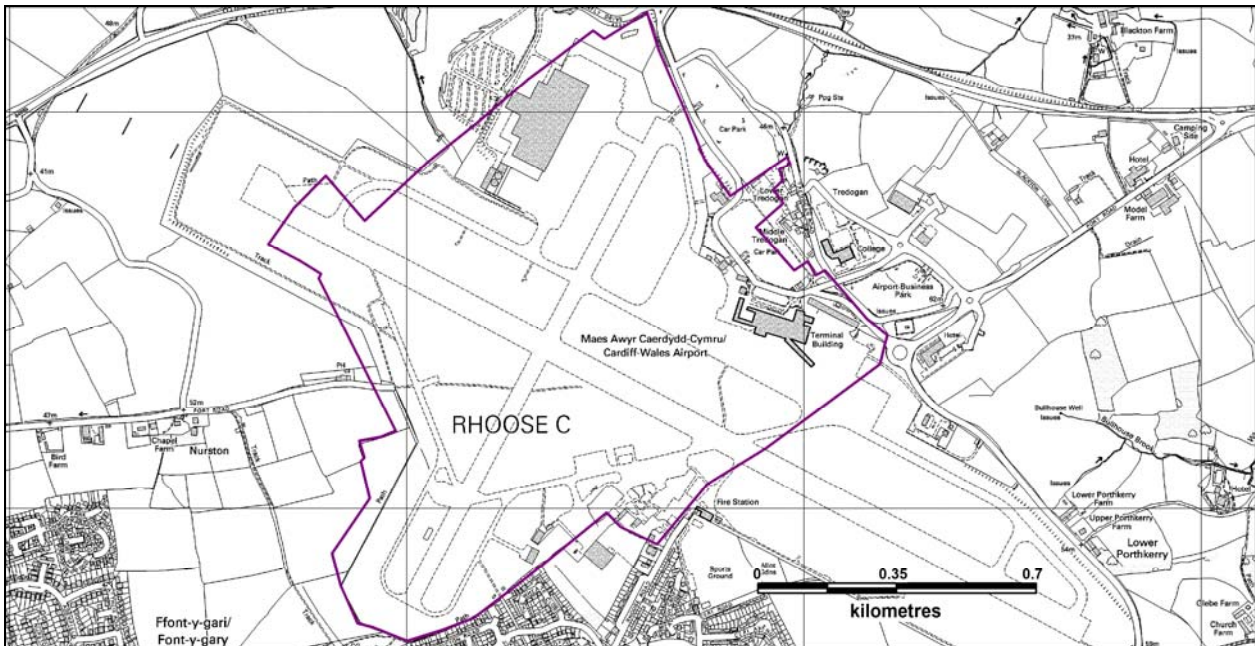


Figure 19: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).

© Hawlfraint y Goron a fraint cronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).



Figure 20: Aerial view of Rhoose taken on 26th March 1942 Image courtesy Welsh Government Photographic Archive

GGAT 112 Second World War Military Airfields of South Wales

ID No	RH
PRN	04243s
Name	RAF RHOOSE
NGR	ST064674
Air Ministry Plan?	Yes
In Use	Yes
Description	<p>Built as a satellite airfield to Llandow in 1941-2, and located between the villages of Rhoose and Penmark. The station started with its runways in a simple cross layout, but this soon led to a number of accidents and was changed to the form shown above.</p> <p>53 Operational Training Unit (OTU) became the first unit to be based at Rhoose on 7 April 1942 with Supermarine Spitfires and Miles Masters. 53 OTU were sent to Kirton-in-Lindsey in May 1943. 7 Air Gunnery School took possession on 8 February 1944 bringing Avro Ansons and Miles Martinets and stayed until 2 August 1944. After the Air Gunnery School departed, Rhoose was placed into care and maintenance until transferred to 40 Group Maintenance Command on 1 November 1944 for aircraft storage. Most were stored in the open under canvas.</p> <p>Immediately after the war, the airfield became a sub-site of 214 Maintenance Unit (MU) at Newport and was used for bomb storage. 214 MU closed in 1948 and the airfield was handed over for civilian use in 1949.</p>
Condition	Near Destroyed/Converted
Condition rating	Destroyed
Period	Modern
Form	Airfield
Historical association?	Yes

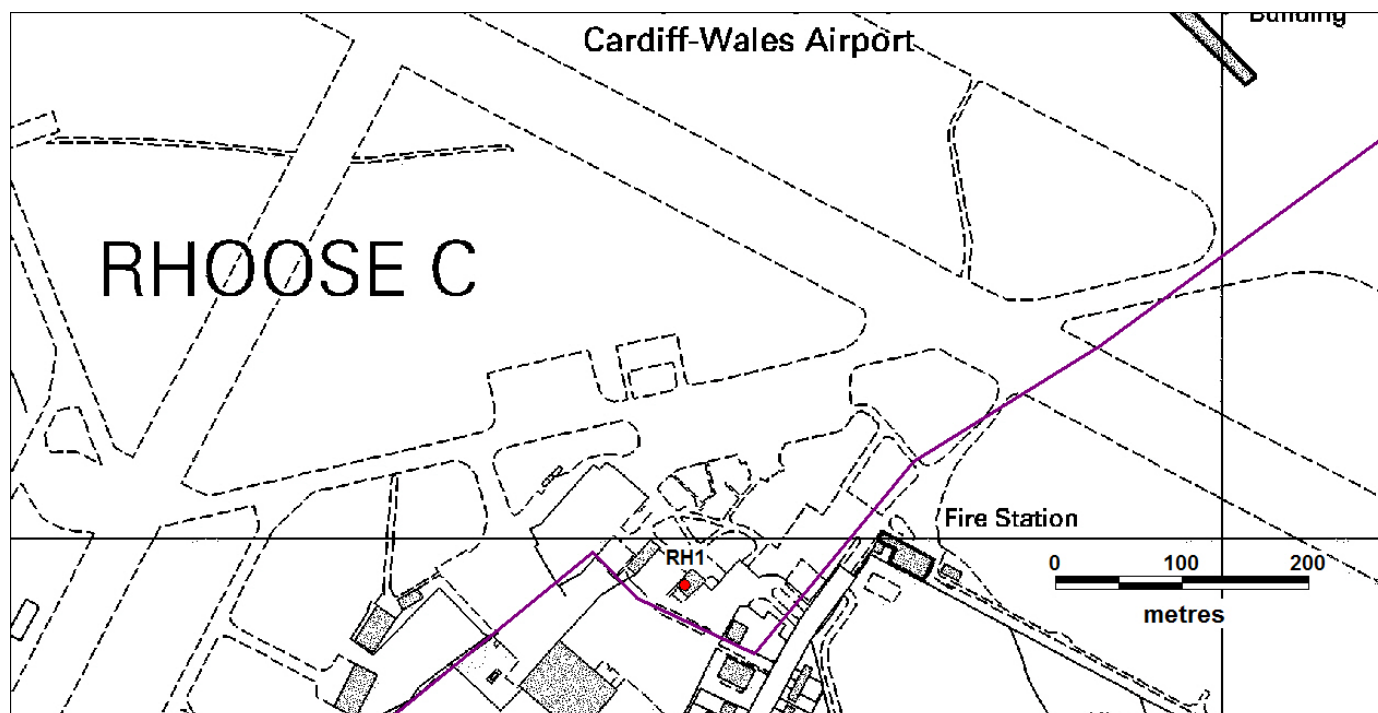


Figure 21: Surviving sites within the airfield boundary (shown in purple)

ID No	RH1
PRN	04244s
Name	ROBINS HANGAR (TYPE B)
NGR	ST0656966962
On Air Ministry Plan?	Yes
MoD Building No	-
In Use	Yes
Description	A small dispersal Second World War military aircraft Robin type hangar. The hangar features an "A" shaped steel frame clad with corrugated iron; end doors are supported by external outriggers, which are still in place and operational. The hangar is the smaller 2204/41. Typically used on aircraft storage units or satellite landing grounds. The exterior is in an excellent state of preservation (the interior of the hangar was not visited during the course of this project). The site is still in use to house small light private aircraft belonging to the Cardiff Aero Club.
Condition	Intact
Condition rating	Intact
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	-

Linked to airfield function? Yes

Of technical/Structural interest? Yes

Historical association? No



Plate 72: Robin hanger 2204/41. Front of hangar shows the surviving door gantry



Plate 73: Southeast facing section showing the corrugated panelling construction

4.6 RAF Pengam Moor

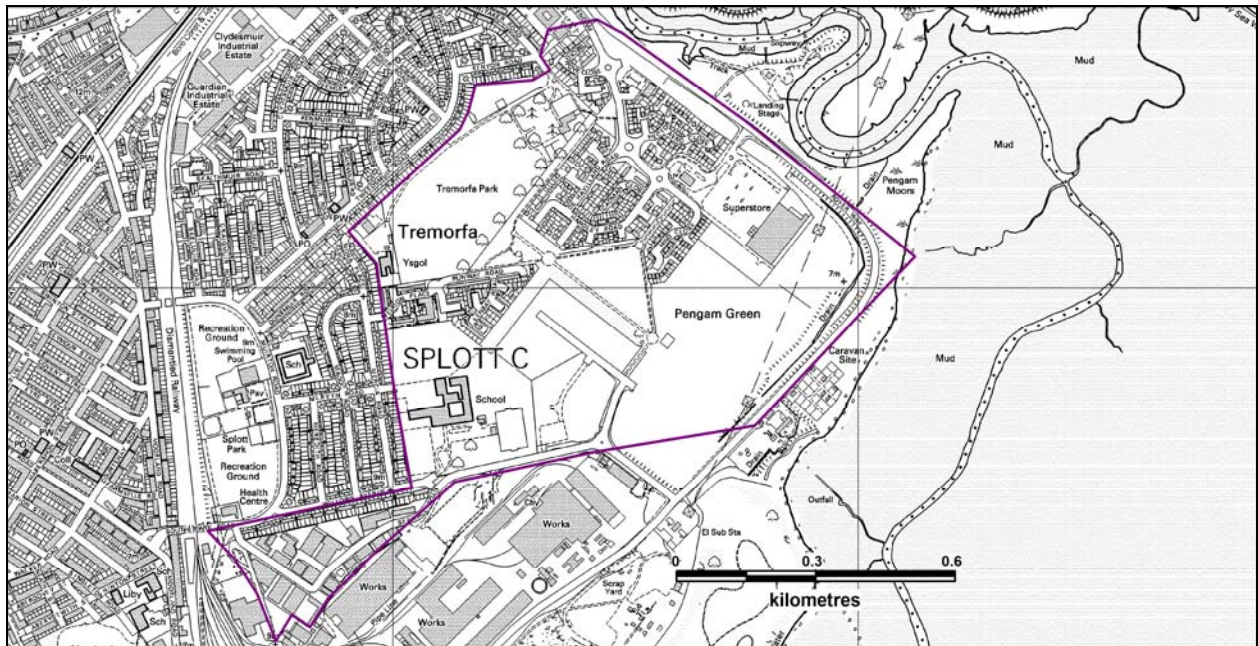


Figure 22: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).

© Hawlfraint y Goron a fraint cronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).



Figure 23: Aerial view of Pengam Moor taken on 26th March 1942 Image courtesy Welsh Government Photographic Archive

GGAT 112 Second World War Military Airfields of South Wales

ID No	PM
PRN	04245s
Name	RAF PENGAM MOOR
NGR	ST215770
Air Ministry Plan?	Yes
In Use	Yes
Description	<p>The area was used from the early days of flying and was opened as a civilian aerodrome in September 1931. It was originally called Splott, but had become Cardiff Municipal Airport by 1936. The early facilities were a few wooden huts. To protect the grass strip from flooding, a sea wall had to be built. Commercial scheduled services began in 1932, when British Air Navigation Co Ltd operated a service using Fokker Spiders, Fox Moths and DeHavilland Dragons between Bristol and Cardiff. In April 1933, Great Western Railway Air Service began flights to Haldon and Plymouth using a Westland Wessex. The service was later extended to include Birmingham. In 1934, the company was amalgamated in the new Railway Air Service Company and began to use De Havilland 84 Dragons.</p> <p>A service linking to Plymouth and Liverpool was inaugurated which continued until 1938. In 1933, Western Airways also launched a service to Weston-super-Mare, later extended to Bournemouth. In May 1935, a continental service was introduced to Le Touquet and Paris. In 1939, the Air Transport Licensing Authority came into being and gave Western Airways the monopoly for airline flights from Cardiff. New terminal building and hangars were built around this time. On the outbreak of war, Pengam Moor was requisitioned by the Air Ministry and renamed RAF Cardiff to be the short-lived home for the civilian aircraft pooled to become the National Air Communication Unit. In November 1940, 8 Anti-Aircraft Unit (AACU) were based at the airfield with a variety of civilian aircraft, Blenheims and Lysanders. The unit was re-equipped with De Havilland Dominies and Rapides, and then Airspeed Oxfords and Miles Martinets. The unit was dispersed to be amalgamated into other squadrons in December 1943. In February 1940, 43 Maintenance Unit (MU) were based at Pengam Moor packing and despatching aircraft overseas. In 1941, a new Bellman hangar was built and a Sommerfield trackway installed. New areas of hardstanding were developed to cope with the throughput of aircraft. In 1942, an 853m (2,800ft) concrete runway replaced the grass strip. 43 MU closed in October 1945 and civilian flying began again in January 1946. The airfield became redundant when civilian flying was transferred to Rhoose on 1st April 1954.</p>
Condition	Near Destroyed
Condition rating	Very Bad
Period	Modern
Form	Airfield
Historical association?	Yes

RAF Pengam Moor Sub-Sites

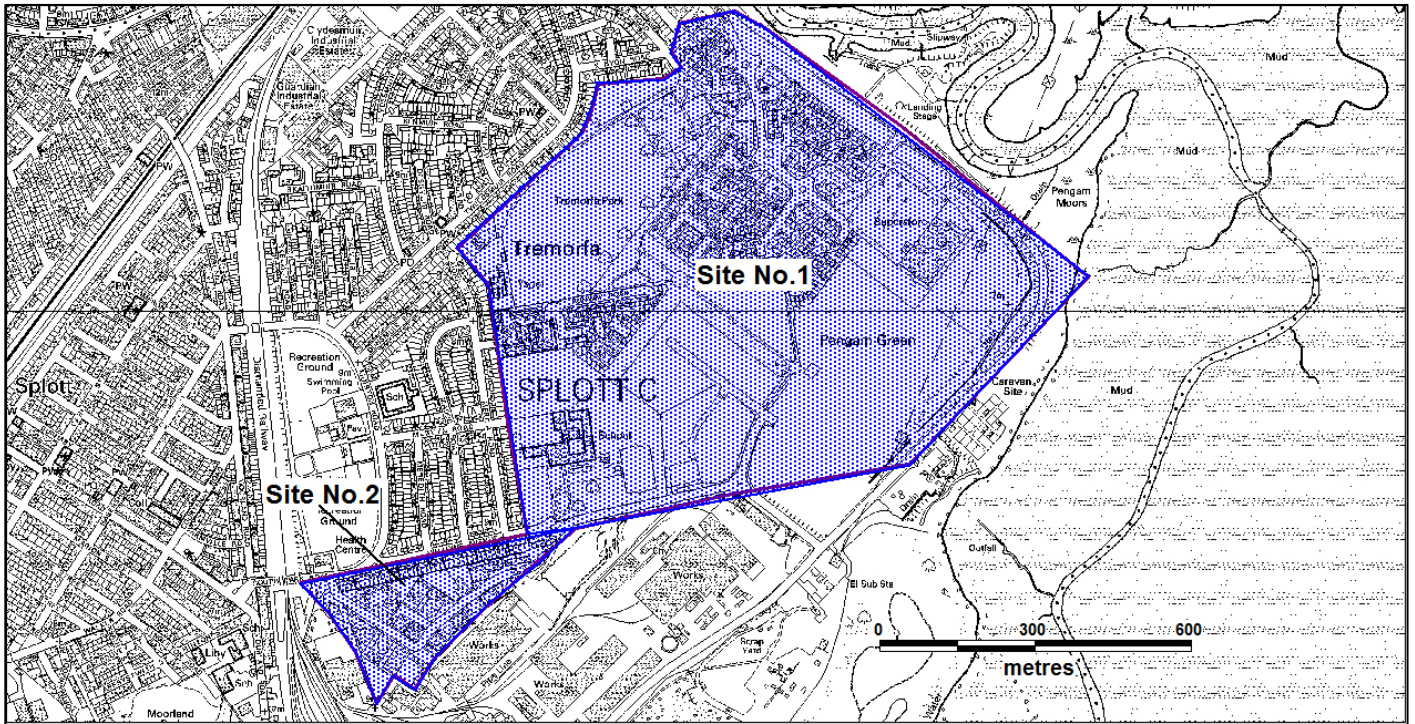


Figure 24: Airfield sub-areas (shown in blue) as defined on the Air Ministry maps

4.6.1 Site No.2

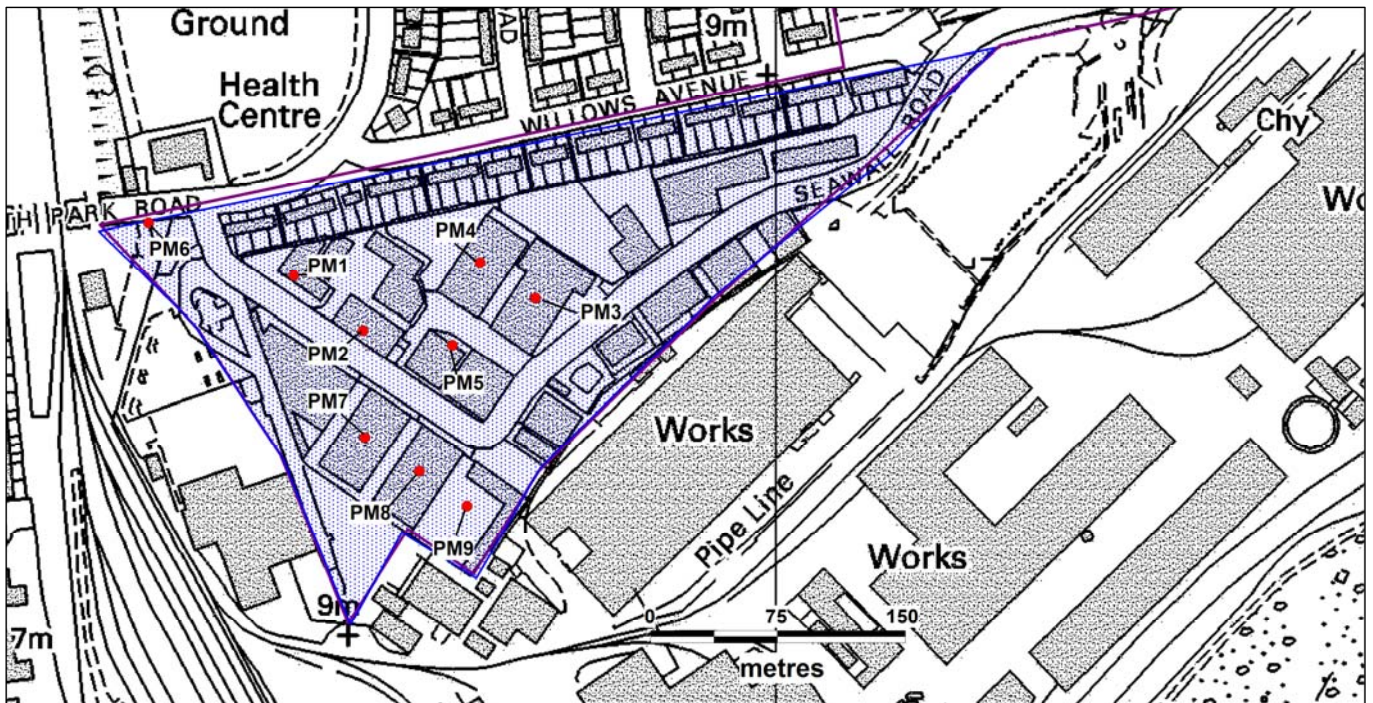


Figure 25: Surviving sites within the airfield sub-area 'Site No.2' (shown in blue)

GGAT 112 Second World War Military Airfields of South Wales

ID No PM1
PRN 04246s
Name STATION HEADQUARTERS
NGR ST2073276433
On Air Ministry Plan? Yes
MoD Building No 91
In Use Yes

Description Much altered station headquarters. These buildings were used for administrative purposes, housing offices, lecture rooms and, in some cases, a library and a meteorological office. The linear station headquarters has very little of its original structure visible on its exterior, having been re-clad and reroofed; a front porch type entrance has been added to the centre of the structure. All of the windows that flank the central porch are also not original. A new extension has been added to the front of the northwest face and this completely masks the original structure.

Condition Converted

Condition rating Uncertain

Period Modern

Group Value No

Form Building

Associated PRN sites 04247ms, 04248s, 04249s, 04250s, 04251s, 04252s, 04253s, 04254s, 04454s

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 74: Station Headquarters looking northwest showing the amount of alteration carried out



Plate 75: Station Headquarters showing the amount of alteration carried out

GGAT 112 Second World War Military Airfields of South Wales

ID No	PM2
PRN	04247s
Name	MT SHED & OFFICE
NGR	ST2076976400
On Air Ministry Plan?	Yes
MoD Building No	112
In Use	Yes
Description	This ten bay MT shed and office has been re-clad; however the corrugated concrete asbestos roof seems to be original. The cladding has covered all but one set of the original windows, which ran along the southwest facing section, and this set has been converted into a new side entrance. The internal vehicle bays are still visible within the building interior.
Condition	Converted
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04246s, 04248s, 04249s, 04250s, 04251s, 04252s, 04253s, 04254s, 04454s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 76: MT Shed and Offices looking northwest

GGAT 112 Second World War Military Airfields of South Wales

ID No	PM3
PRN	04248s
Name	BELLMAN HANGAR
NGR	ST208427640
On Air Ministry Plan?	Yes
MoD Building No	115
In Use	Yes
Description	<p>The Bellman Hangar has been completely re-clad and is almost unrecognisable. The hangar doors and the external door runner gantries have been removed and the entrance sealed and a new smaller entrance made to the side of the original. The hangar's function is listed as 'dismantling' on the Air Ministry schedule.</p> <p>The Bellman Hangar (drawing no. 8349/37) was designed in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.</p>
Condition	Converted
Condition rating	Uncertain
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04246s, 04248s, 04249s, 04250s, 04251s, 04252s, 04253s, 04254s, 04454s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 77: The main entrance to Hangar 115 showing the alterations

GGAT 112 Second World War Military Airfields of South Wales

ID No	PM4
PRN	04249s
Name	BELLMAN HANGAR
NGR	ST208427640
On Air Ministry Plan?	Yes
MoD Building No	115
In Use	Yes
Description	<p>The Bellman Hangar has been completely re-clad and is almost unrecognisable. The hangar doors and the external door runner gantries have been removed and the entrance sealed and a new smaller entrance made to the side of the original. The hangar's function is listed as 'dismantling' on the Air Ministry schedule.</p> <p>The Bellman Hangar (drawing no. 8349/37) was designed in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.</p>
Condition	Converted
Condition rating	Uncertain
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04246s, 04247s, 04248s, 04250s, 04251s, 04252s, 04253s, 04254s, 04454s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 78: Front of hangar 116 showing the cladding and alterations



Plate 79: Internal steel frame structure of hangar 116.



Plate 80: The original door runners at the front of the hangar

GGAT 112 Second World War Military Airfields of South Wales

ID No	PM5
PRN	04250s
Name	BATTERY CHARGING ROOM
NGR	ST2080876402
On Air Ministry Plan?	Yes
MoD Building No	118
In Use	Yes
Description	Brick built rectangular building with flat roof. This building has no architectural features and is basically a brick block. During the visit no vents, to remove hazardous fumes, were visible.
Condition	Not known
Condition rating	Not recorded
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04246s, 04247s, 04248s, 04249s, 04251s, 04252s, 04253s, 04254s, 04454s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 81: Battery charging block

GGAT 112 Second World War Military Airfields of South Wales

ID No PM6
PRN 04454s
Name TYPE FW3/24 VARIENT PILLBOX
NGR ST2060376474
On Air Ministry Plan? Yes
MoD Building No 106
In Use No
Description Type FW3/24 brick pillbox set within the side of a railway bridge. Three concrete cast embrasures are visible and all face out to provide cover for the airfield. This type of pillbox is an irregular hexagon in plan, with the rear wall being the longest at about 14 ft (4.3m); this is where the entrance is located flanked on either side by an embrasure. The other walls vary from 6ft.to 8ft. (1.8m - 2.4 m) each having a single embrasure. The embrasures are suitable for rifles or light machine guns. Internally there would be a Y shaped anti-ricochet wall (the top of the Y nearest the entrance), which also helps support the roof, however, as the pillbox was not visited the interior structure remains unknown.
Condition Fair
Condition rating Not recorded
Period Modern
Group Value Yes
Form Other structure
Associated PRN sites 04246s, 04247s, 04248s, 04259s, 04250s, 04251s, 04252s, 04253s, 04454s
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 82: The pillbox protecting the airfields western area.



Plate 83: Close-up of the pillbox on the railway bridge's eastern flank

GGAT 112 Second World War Military Airfields of South Wales

ID No PM7
PRN 04251s
Name BELLMAN HANGAR
NGR ST2075676351
On Air Ministry Plan? Yes
MoD Building No 100
In Use Yes
Description The Bellman Hangar has been completely re-clad and is almost unrecognisable. The hangar's use is listed as a 'workshop' on the Air Ministry schedule.
 The Bellman Hangar (drawing no. 8349/37) was designed in the United Kingdom in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.
Condition Converted
Condition rating Not recorded
Period Modern
Group Value Yes
Form Building
Associated PRN sites 04246s, 04247s, 04248s, 04249s, 04250s, 04252s, 04253s, 04254s, 04454s
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No

GGAT 112 Second World War Military Airfields of South Wales

ID No PM8

PRN 04252s

Name BELLMAN HANGAR

NGR ST2078976332

On Air Ministry Plan? Yes

MoD Building No 105

In Use Yes

Description The Bellman Hangar has been completely re-clad and is almost unrecognisable. The hangar's use is listed as a 'workshop' on the Air Ministry schedule.

The Bellman Hangar (drawing no. 8349/37) was designed in the United Kingdom in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.

Condition Converted

Condition rating Not recorded

Period Modern

Group Value Yes

Form Building

Associated PRN sites 04246s, 04247s, 04248s, 04249s, 04250s, 04251s, 04253s, 04254s, 04454s

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

GGAT 112 Second World War Military Airfields of South Wales

ID No PM9
PRN 04253s
Name BELLMAN HANGAR
NGR ST2081676311
On Air Ministry Plan? Yes
MoD Building No 106
In Use No
Description The Bellman Hangar has been completely destroyed. The hangar was recorded as 'packing' on the Air Ministry plans.
 The Bellman Hangar (drawing no. 8349/37) was designed in the United Kingdom in 1936 by the Directorate of Works structural engineer, N S Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees. This hangar was widely used by the Navy and the RAF.
Condition Destroyed
Condition rating Destroyed
Period Modern
Group Value Yes
Form Building
Associated PRN sites 04246s, 04247s, 04248s, 04249s, 04250s, 04251s, 04252s, 04254s, 04454s
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No

4.7 No.7 Satellite Landing Ground Chepstow Racecourse

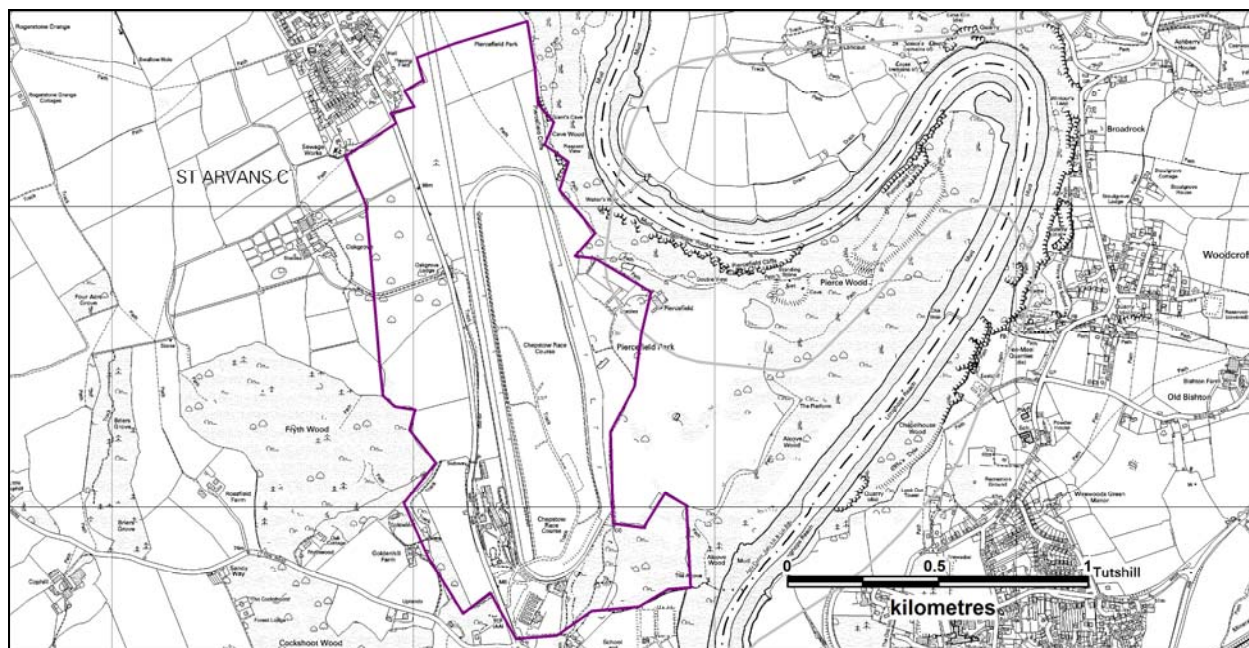


Figure 26: Second World War Airfield boundary shown in purple (drawn from Air Ministry plans)

© Crown copyright and database right (2012). All rights reserved. Welsh Government. Licence number (100017916).

© Hawlfraint y Goron a fraint cronfa ddata (2012). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).

ID No	CR
PRN	04254s
Name	NO.7 SATELLITE LANDING GROUND CHEPSTOW RACECOURSE
NGR	ST524955
Air Ministry Plan?	No
In Use	Yes
Description	<p>Chepstow racecourse was a Satellite Landing Ground (SLG) for aircraft from 19 Maintenance Unit (19 MU) based at St Athan from 3rd May 1941. Shields were made of wire wool and netting to protect and camouflage the aircraft, but these were replaced in 1942 by bays created by clearing areas within the surrounding woodland. Some of the original racecourse buildings were used by personnel. Of the wartime buildings, the Watch Office (now an abandoned residence) and walls that once formed the latrine block are suggested to still be extant, however, when the site was visited these could not be located.</p> <p>The racecourse was given the designation 7 Satellite Landing Ground (SLG) and protected by local Home Guard reinforced from time to time with available army units. On 21st February 1942, the landing ground was handed over to 38 Maintenance Unit (MU), Llandow. The aircraft stored included Supermarine Spitfires, North American P51 Mustangs, Havoc Bostons and Armstrong Whitworth Ablemarles. The landing ground and storage areas were declared closed by December 1944 and were returned to the landowner on 31st March 1945.</p>

GGAT 112 Second World War Military Airfields of South Wales

Condition Converted
Condition rating Destroyed
Period Modern
Form Airfield
Of technical/Structural interest? No
Historical association? No

5. RECOMMENDATIONS

A number of recommendations for further works to be undertaken to visited sites have been made and are detailed below. Whilst most sites visited were located with certainty, some were difficult to assess from a field visit alone. A full assessment of these sites can only be achieved by a programme of further investigation that would include survey work such as, geophysical, topographic and measured building survey and, if relevant, evaluation work. These works would allow a better assessment of scale/extent, modification over time, the nature and condition of both upstanding and buried remains and their likely significance and in addition would further aid our understanding of these sites.

Where the existence of earthworks have been established both topographic and geophysical survey are recommended to improve levels of existing knowledge and help fully establish their extent; most significantly for RAF Fairwood Common Infantry Trenches (PRN 06856w-PRN 06861w), where information as to the full nature and extent of this defence feature remains lacking.

Geophysical survey is also recommended for Llandow BHQ site (PRN 04220s) and areas in the immediate vicinity of the recorded cropmark. It is hoped that these works will enhance the level of information available on the site itself, allowing its extent and type to be confirmed, which may also lead to targeted small-scale evaluation work with a community/outreach element.

A full building survey program, along with conservation components are recommended for two locations, these being RAF Llandow 'Main Site' and the Twin Engine Fighter Pens/Dispersal Site at RAF Fairwood. The 'Main Site' at Llandow has an excellent range of Expansion period buildings, technical and non-technical, still surviving clustered around the central large water tower (PRN 04214s). While at Fairwood, the Twin Engine Fighter Pens, though the subject of previous work (Pearson 2003), this did not extend to a full topographic survey and the Dispersal site buildings were mentioned but not considered in the original report. Both of these areas have been recommended as the future of the structures is considered to be fragile and under threat. Conservation works are required to stop any further deterioration to their condition and to ensure their long-term survival. The necessary remedial works should comprise sensitive conservation of masonry and other fabric by professional building conservators as part of a programme of archaeological works.

A smaller recording program is recommended for RAF Stormy Down, both on the WAAF site and the main. On the WAAF Communal site the air raid shelters around the perimeter are of particular interest. The only underground shelter entered during the course of the project was the 'Bison' type shelter, which may possibly the only surviving example of its type in Wales, and as underground air raid shelters are now a rare feature elsewhere, it would be advisable to carry out a measured survey of these surviving structures. On the main airfield site a building recording should be undertaken on the Braithwaite Water Tower, as again this maybe the only surviving example within Wales.

A number of the sites of National significance will be recommended for consideration for protection through Scheduling and these details will be provided in a separate Scheduling report.

6. BIBLIOGRAPHY

Primary Sources

Airfield Site Plans

2056/45 RAF Fairwood: Record Site Plan
 5098/45 RAF Llandow: Record Site Plan
 2306/45 RAF Rhoose: Record Site Plan
 3619/44 RAF Pengam Moor: Record Site Plan

Aerial Photographs

Location	Date	Sortie No.	Scale	Organisation	Type
Fairwood	23/03/1942	HLA /424	1:9000	Medmenham	B/W
“	26/03/1942	HLA /429	1:9000	Medmenham	B/W
“	07/07/1946	106G UK 1625	Various	RAF	B/W
Stormy Down	19/05/1947	CPE UK 2081	1:10000	RAF	B/W
St. Brides	24/04/1942	HLA/495	1:9000	Medmenham	B/W
Llandow	08/03/1944	LOC 212		RAF	B/W
“	26/03/1942	HLA /429	1:9000	Medmenham	B/W
“	25/09/1945	106G UK 844	1:10000	RAF	B/W
“	05/01/1945	106G LA/93	Oblique	RAF	B/W
Rhoose	26/03/1942	HLA/429	1:9000	Medmenham	B/W
Pengam Moor	01/03/1941	HLA/134	1:10000	Medmenham	B/W
“	21/08/1951	540 RAF 579	Oblique	RAF	B/W
Chepstow					

Cartographic sources

4th Edition OS map (1937) 1: 2500 scale County Series (Landmark Historic Mapping)

Google Earth Mapping (1945-2010) http://www.google.co.uk/intl/en_uk/earth/

Google Earth Street View <http://maps.google.co.uk/help/maps/streetview/>

Air Publication 3236, 1956, *WORKS - The Second World War 1939-1945 Royal Air Force*, Issued by Air Ministry (AHB).

Defence Estates, 2002, World War II Hangars -Guide to Hangar Identification *Technical Bulletin 02/02*. Ministry of Defence.

Clarke, B. 2008, *The Archaeology of Airfields*. Stroud, The History Press

English Heritage. 2000. *Survey of Military Aviation Sites and Structures: Summary Report*. (Unpublished EH report)

English Heritage. 2003. *Historic Military Aviation Sites: Conservation management guidance*. Swindon

English Heritage. 2011, *Designation Listing Selection guide: Military Structures*.
http://www.english-heritage.org.uk/content/publications/docs/military_final.pdf

Francis, P. 1996, *British Military Airfield Architecture: from Airships to the Jet Age*. Yeovil. Patrick Stephens Limited

GGAT 112 Second World War Military Airfields of South Wales

Innes, GB. 2009, *British Airfield Buildings of the Second World War*, Aviation pocket guide 1. Sandbach, Simcox Printers

Innes, GB. 2009, *British Airfield Buildings, The Expansion & Inter-War Period*. Aviation pocket guide 2. Sandbach, Simcox Printers

Jackson, R. 2002, *The Encyclopaedia of Military Aircraft*. Bath, Parragon

Jones, I. 2007, *Airfields and Landing Grounds of Wales: South*. Stroud, Tempus

Jones, I. 2007, *Airfields and Landing Grounds of Wales: West*. Stroud, Tempus

Lake, J. 2000. Conserving military airfields, *Context* 66.
http://www.ihbc.org.uk/context_archive/66/airfields/airfields.html

Mace, M, 2001, *Vehicles of the Home Guard*. Historic Military Press

Ministry of Defence. 1995. *Guide to World War II Hangars 01-Bellman Hangar*. Defence Works Functional Standards.
<http://www.mod.uk/NR/ronlyres/7C6B0389-2A4F-4B39-AFAA-7B01B1D4A61C/0/fs15.pdf>

Ministry of Defence. 2002. *World War II Hangars – Guide to Hangar Identification*. Technical Bulletin **02/02**

Pearson, A. 2003, *Fairwood Common, Gower, Swansea: Building Recording for the Gower Common Initiative*. **2003/063**. (Unpublished GGAT report).

Phillips, A. 2006, *Military Airfields Wales*. Trowbridge, Cromwell Press

Phillips, A. 2010, *Defending Wales: The Coast and Sea Lanes in Wartime*. Amberley Publishing

Roberts, R. and Riddet, R. 2007, *Swansea Airport, Fairwood Common, Swansea: Archaeological Assessment*. **2007/035**. (Unpublished GGAT report).

Smith, DJ. 1982, *Action Stations 3: Military Airfields of Wales and the North West*,

Stanton Ironworks Company Ltd. Nd, *Stanton at War: The story of the part played by Stanton 1939-1945*. Nottingham. Thos. Forman & Sons

Additional Web Sources

Airfield Information Exchange: *Airfields of Wales*
<http://www.airfieldinformationexchange.org/community/forumdisplay.php?88-Airfields-of-Wales>

Control Towers
<http://www.controltowers.co.uk/Site%20Map.htm>

HELM: Military Sites research
<http://www.helm.org.uk/server/show/category.19614>

Pengam Moor Airport
<http://www.pengamairport.co.uk/>

GGAT 112 Second World War Military Airfields of South Wales

RAF Pengam Moors

http://en.wikipedia.org/wiki/RAF_Pengam_Moors

<http://www.airfieldinformationexchange.org/community/showthread.php?7429-Cardiff-%28Pengam-Moors%29/page2>

<http://www.pengamairport.co.uk/>

Pillbox Study Group

<http://www.pillbox-study-group.org.uk/homepage.htm>

UK Airfields / Airfields & Aviation Memorials

<http://www.ukairfields.org.uk/index.html>

[The Airfield Research Group](#)

<http://www.airfieldresearchgroup.org.uk/>

The Wartime Memories Project - RAF Stormy Down

<http://www.wartimememories.co.uk/airfields/stormydown.html>

APPENDIX 1**Summary of Scoping Exercise Results within Airfield boundaries**

PRN	SITE NAME	TYPE	PERIOD	CONDITION	U/A	COMMUNITY	SITE STATUS
00153m	Mynydd Twmpathyddaer	Hillfort	Iron Age	Destroyed	Bridgend	Merthyr Mawr	
00154m	Site Name Not Known	Findspot	Bronze Age	Not known	Bridgend	Merthyr Mawr	
00155m	Tympath Y Ddaer	Round barrow	Bronze Age	Destroyed	Bridgend	Merthyr Mawr	Descheduled Ancient Monument
00214m	Mount Pleasant, Newton Down	Cairn	Bronze Age	Near destroyed	Bridgend	Porthcawl	
00285s	Sutton 268 FT	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	
00286s	Llandow Round Barrow	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	
00287s	Sheepplays 279 FT	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	
00288s	Sheepplays 293 FT	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	

GGAT 112 Second World War Military Airfields of South Wales

00289s	Six Wells 271 Ft	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	
00290s	Six Wells 267 Ft	Round barrow	Bronze Age	Destroyed	Vale of Glamorgan	Llandow	
00333.0m	Stormy Down	Road	Roman	Not known	Bridgend	Merthyr Mawr	
00481s	St Brewis' Church At Eglwysbrewis	Church	Medieval	Not known	Vale of Glamorgan	St. Athan	Listed Building 13142 II*
00482s	Hoard Findspot	Coin hoard	Medieval	Not known	Vale of Glamorgan	St. Athan	
00483s	West Orchard Castle	Manor house	Medieval	Near destroyed	Vale of Glamorgan	St. Athan	Scheduled Ancient Monument GM083
00494s	Boverton	Coin hoard	Roman	Near intact	Vale of Glamorgan		
00517s	Chapel At Rhoose	Chapel	Medieval	Not known	Vale of Glamorgan	Rhoose	
00680s	Six Wells	House	Post-Medieval	Restored	Vale of Glamorgan	Llandow	
01016.9w	Stormy Down Sighting Marks	Road	Roman	Not known	Bridgend		
01453s	Site Name Not Known	Sea defences	Post-Medieval	Not known	Cardiff		

GGAT 112 Second World War Military Airfields of South Wales

02023s	Raf Station St Athan	Pill box	Modern	Not known	Vale of Glamorgan	
02041s	Pill Box	Pill box	Modern	Not known	Vale of Glamorgan	
02095s	Lime Kiln Near Tredogan	Lime kiln	Post-Medieval	Not known	Vale of Glamorgan	Rhose
02494m	Cardiff - Neath Road , Stormy Down	Road	Roman	Not known	Bridgend	
02518s	Rhose Airport Findspot	Sherd	Roman	Not known	Vale of Glamorgan	Rhose
02611s	Lime Kiln	Lime kiln	Post-Medieval	Not known	Vale of Glamorgan	St. Athan
02646s	Lime Kiln	Lime kiln	Post-Medieval	Not known	Vale of Glamorgan	Rhose
02811s	Pengam Farm Eb 1	Farm	Unknown	Not known	Cardiff	
02812.0s	Eb 3	Sea defences	Unknown	Not known	Cardiff	
03141s	Bronze Age Urn	Urn	Bronze Age		Vale of Glamorgan	
03143s	Bronze Age Urn And Awl	Urn	Bronze Age		Vale of Glamorgan	
03730s	Eglwysbrewis Churchyard	Churchyard	Medieval	Not known	Vale of Glamorgan	St. Athan

GGAT 112 Second World War Military Airfields of South Wales

04090s	Pwll-Helyg, Llandow	house	Post-Medieval	Destroyed	Vale of Glamorgan	Llandow
04091s	Sheepfold, Llandow	sheep fold	Post-Medieval	Destroyed	Vale of Glamorgan	Llandow
04092s	Pillbox, Llandow	pill box	Modern	Intact	Vale of Glamorgan	Llandow