

Sculthorpe timeline

1942

Brazen Hall farm requisitioned for building an aerodrome, Work starts as the harvest began. The main contractors were Constable Hart & Co with Bovis handling the communal area and the sewerage.

May 1943

Tattersett aerodrome opens as a satellite of RAF West Raynham. Unlike its parent station it has paved runways from the start.

July-August 1943

Two squadrons at Sculthorpe aerodrome convert to De Havilland Mosquito FB6. The change of name was the result of representations by the General Post Office (GPO) which was responsible for the mail in those days. While it stood, Brazen Hall was used as the Station Headquarters.

October 1943

A third Mosquito squadron joined 140 wing at Sculthorpe.

December 1943

100 Group(bomber support) takes over the administration of Sculthorpe and the Mosquito squadrons move out.

January 1944

A radio countermeasures (RCM) squadron arrives at Sculthorpe.

February 1944

A USAAF RCM squadron joins the RAF at Sculthorpe.

May 1944

Sculthorpe closes, contractors John Laing prepare to enlarge the aerodrome to a Very Heavy Bomber base.

January 1946

Photographs show that there is still much work to be done on the extension of Sculthorpe.

1946 Unknown date

The Air Ministry builds what they call a special building. There is anecdotal evidence that the Americans were also involved in this.

December 1948

Sculthorpe reopens as a satellite of RAF Marham with responsibility for Little Snoring which was not active at the time although local people were living in the accommodation areas.

January 1949

The first US Strategic Air Command (SAC) bomb group arrives to be supported by the RAF on the ground. In the months that followed many SAC bomb and recon groups came and went along with elements of the US Army.

July 1950

The first atom bomb arrives.

1951 Unknown date

USAF takes control of Sculthorpe entirely, some years before the scheduled date. The agreement between the RAF and the USAF is not working.

April 1952

The RAF carry out spy flights (ju jitsu) using borrowed SAC RB45 tornado aircraft.

May 1952

The 47th bomb wing (47BW) and the 49th Air Division move into Sculthorpe and the SAC units depart after a while.

July 1956

The 49 th Air Division is deactivated but business carries on as usual at Sculthorpe.

February 1957

The 47BW begin to re-equip with new aircraft.

June 1962

47BW is deactivated, The last aircraft to leave (420th Air Refuelling Squadron) leave in March 1963.

December 1966

Sculthorpe reopens as an annex to the 48 Tactical Fighter Wing at RAF Lakenheath.

January 1968

Sculthorpe becomes a standby base for the use of the USAF and RAF.

September 1971

The first USAF aircraft (a C5) since the 47BW lands as part of Exercise Flintlock, there was concern the the taxiways would not hold up to the weight of a C5 but in the end all was well.