

SE44SW

BRAMHAM CUM OGLETHORPE
LS23SPEN COMMON LANE
(east side, off)

1/50

Barn on north side
of farmyard adjacent
to west side of
Headley Hall*Grade II Listed*

Barn. Probably C17; altered. Magnesian limestone random rubble with quoins, pantile roof. Long rectangular plan. North side has modern sliding door offset to right of centre, the wall to the right of this has triangular breathers on 2 levels, and at the left end is a similar sliding door with a smaller doorway to its left. Steeply pitched roof with swept eaves. South side (to yard) matches north side, but has altered wagon entrance towards east end. West gable wall mostly covered by addition (not included in the item) but has a lancet-shaped owl hole in the apex. Interior: chamfered tie beams but replaced trusses.

SE44SW

BRAMHAM CUM OGLETHORPE
LS23SPEN COMMON LANE
(west side, off)

1/51

Former aircraft hangar
approx. 200 metres
south-east of Headley
Hall Farm*Grade II Listed*

Former aircraft hangar, now used as barn (etc). 1916, for Royal Flying Corps; slightly altered. Timber construction, with wall panels said to be of steel and concrete laminate, segmental roof with felted cladding. Large rectangular structure approx. 50x30 metres, on east-west axis, with attached single-storey offices on north side. Laminated timber wall posts with external buttresses of the same construction, horizontal ties to these passing through the wall at mid-level and raked ties likewise passing through to the roof trusses, continuous small-paned glazing between these ties; full-height sliding doors at both ends (altered, and replaced or faced with corrugated iron sheeting), with vertical windows and central ventilator in the segmental gable. Offices on north side of similar construction. Interior: laminated timber roof trusses of segmental latticed girder construction, the outer end boarded, linked longitudinally by a pair of purlins mounted on the tie-beams, carrying closely-spaced purlins and diagonally-boarded cladding (said to be cross-diagonal laminate); some original wall lettering in the bays. History: only surviving building of No 38 TDS (Training Depot Station), Tadcaster, opened in Spring of 1916 with arrival of B Flight of 33 Squadron, and later 46 Reserve Squadron, initially for air defence of Leeds Sheffield area; subsequently TDS (normally the largest 1st World War aerodrome bases for squadrons mobilising for overseas service); closed June 1919, used as aircraft store, later sold. Item is good example of its type and date; same construction as at RAF Museum, Hendon, and Duxford Airfield, Cambridgeshire. References: Imperial War Museum (ref 105/SE/445 413) and Bruce Robertson Aviation Archaeology 2nd edition 1983 especially pp 41-44 and Appendix A.

The hanger that remains today is one of the four originally built to the east of Headley Hall.

EQUIPMENT OF UNITS AT BRAMHAM MOOR/TADCASTER

33 Squadron - March to October 1916

Avro 504A serial numbers: 751, 783, 787, 792, 2910, 2915

BE2c serial numbers: 2121, 2472, 2720, 2740, 4217, 4707

57 Squadron - June 1916

BE2c serial numbers: 2068, 2086, 2121, 2472, 2720, 2740, 4217, 4707

BE2d serial number: 5837

Avro 504 serial numbers: 2910, 2915, 7725

Armstrong Whitworth FK3 serial number: 5553

Airco DH1 serial number 4644

46 Reserve Squadron - August 1916 to July 1917

Airco DH1 serial numbers: A1614, A1616, A1624

RAF FE2b serial numbers: 4894, 4988, 5214

RAF FE2d serial numbers: A12, A1936, A1937, A6351, A6442

68 Reserve Squadron - April 1917 to July 1918

Curtiss JN4 serial numbers: B1917, B1932, B1945

Maurice Farman Shorthorn serial numbers: A6809, A6845

Airco DH6 serial number: A9564

RAF FE2d serial number: 5214

Airco DH1 serial number: A1624

Sopwith 1F1 Camel serial number C158

74 Training Squadron - June to July 1918

Avro 504K serial number D6300

38 Training Depot Squadron - July 1918 to August 1919

Avro 504 serial numbers: C718, C5868, C5873, C5888, D6223, D6244, D6278, D6316, E3452, E3533, E4181, E4190, H229, 3552, 3451, 3557, 744, 3157, 3220, 6220

RAF SE5a serial number: , E5820

KNOWN FLYING ACCIDENTS AT BRAMHAM MOOR/TADCASTER

5 May 1917 - Maurice Farman flown into the ground after emerging from a cloud. The unidentified pilot, who had been told NOT to fly into the clouds, was unable to get his nose up again in time. His fate is not known but he was probably killed.

13 June 1918 - Sopwith Camel C158 of 68TS. Left wing broke up at 2000 feet, the pilot, Capt H J Hamilton, was killed.

11 October 1918 - Avro 504 flown by Canadian C H Holcomb crashed at Ruskelf en route to Redcar.

7 December 1918 - Sopwith Camel B7457 being delivered from 34TDS at Scampton in misty weather. Circled low several times then dived in. The pilot, 2/Lt David Ewan McConnel, was killed.

10 December 1918 - Sopwith Camel E7149 from 46 TDS, South Carlton was lost in fog and crashed near Tadcaster. The pilot, 2/Lt E F Reynolds, was killed.

BRAMHAM MOOR/TADCASTER AERODROME

The flying history of the aerodrome at Bramham Moor opened on 18 March 1916 with the arrival of 'B' Flight of 33 Squadron of the Royal Flying Corps from Kirton in Lindsey, Lincolnshire.

The site was described as having maximum dimensions of 1450 x 800 yards and an area of 198 acres of which 40 acres were to be occupied by 'Station Buildings'. The height above sea level was given as 170 feet. The soil was ~~clay~~ ^{clay}. The surface was said to be good, somewhat undulating, with a slope towards the south-east. The site lay in a hollow. Its general surroundings were said to be fairly open undulating country and the fields 'large'. There were two large woods just south of the aerodrome and 1 mile to the west.

33 Squadron, equipped with BE2c aeroplanes, was responsible for the air defence of Leeds and Sheffield and for some pilot training. However, by mid-1916, the unit's responsibilities had been increased and it moved to Beverley, and re-equipped with aircraft more suited to its role.

'B' and 'C' Flights of 57 Squadron were formed at Bramham on 8 June 1916 from a nucleus from 33 Squadron and left to join 'A' Flight at Copmanthorpe on 12 June 1916.

41 Reserve Squadron was formed at Bramham on 5 July 1916 and moved to Doncaster on 16 August 1916.

75 Squadron was formed at Bramham on 1 October 1916 from a nucleus from 33 Squadron and moved to Goldington, Bedfordshire on 6 October 1916.

33 Squadron was replaced at Bramham Moor in December 1916 by 46 Reserve Squadron, previously based at Doncaster and this was joined by 68 Reserve Squadron from Catterick in April 1917.

In July 1917, 46 Reserve Squadron moved to Catterick and, in the second week of October 1917, 69 Reserve Squadron moved in and remained based at Bramham Moor until 1918.

On 27 June 1918, 74 Training Squadron arrived on site but left again on 15 July 1918.

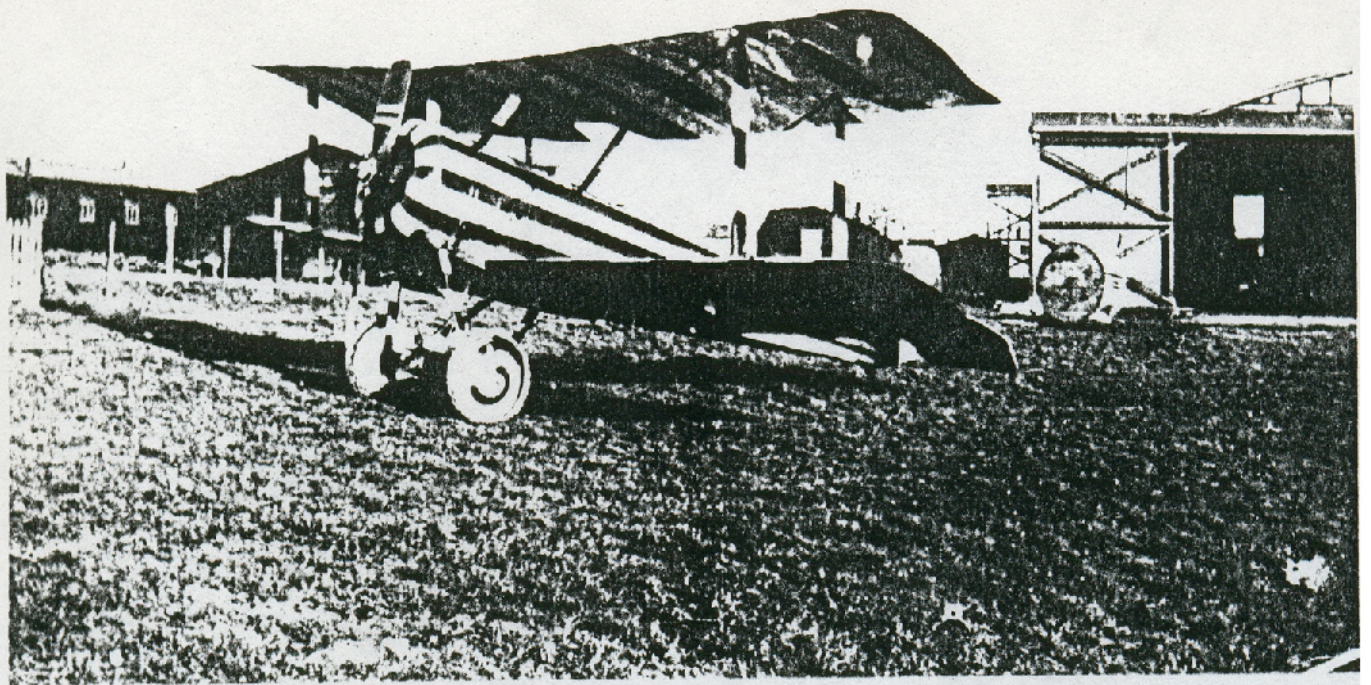
On the amalgamation of the Royal Flying Corps with the Royal Naval Air Service on 1 April 1918, 'Bramham Moor' became known 'Tadcaster'.

During this period, the site was expanded and six 1916 pattern aircraft hangers built, four to the north of the landing ground to the east of Headley Hall and two more at the western extremity of the field. Other extensive facilities were included in the expansion. The headquarters for the aerodrome was sited at 'Headley Bar'. The stated complement for the aerodrome was 51 permanent staff officers, 47 NCO above the rank of corporal, 25 corporals, 320 rank and file, a forewoman and 155 women plus 54 (household) women. There were to be 120 officers and 60 NCOs under instruction. The facilities were extensive and included wood, metalworking, sailmaking, doping, machine, smith's and coppersmith's workshops plus storage facilities for ammunition, fuel and oil. Estimated completion for the site was 31 August 1918 but, on 1 August completion of some areas was as low as 15% though the main buildings were estimated to be 98% complete.

On 15 July 1918, 38 Training Depot Squadron was formed at Tadcaster from 14 and 16 Training Squadrons. Between them, these were equipped with 36 SE5A single seat fighter aircraft and 36 Avro 504 two seat training aircraft.

On 3 February 1919, 94 Squadron, reduced to a cadre and equipped with SE5A aircraft, arrived from Izel-le-Hameau, France and were joined on 30 May 1919 by 76 Squadron, also reduced to a cadre and equipped with Avro 504K Night Fighters, from Ripon.

76 Sqn was disbanded on 13 June 1919 and 94 Sqn on 30 June 1918. 38 Training Depot Squadron was disbanded shortly afterwards and the aerodrome closed. The aerodrome was used for the storage of aircraft for a short period but, after questions had been raised in Parliament, it was decided that the site would not be retained by the RAF and it was handed over to the Disposal Board and most of the buildings dismantled. It was finally relinquished in March 1920.





**CROSS & COCKADE
INTERNATIONAL**

THE FIRST WORLD WAR AVIATION HISTORICAL SOCIETY

Cragg Cottage
The Cragg
Bramham
WETHERBY
West Yorkshire
LS23 6QB

15 March 1994

0987 845320

Mrs D Machin
9 Prospect Bank
BRAMHAM
West Yorkshire

Dear Mrs Machin

I enclose a copy of my notes (so far) on Bramham Moor/Tadcaster aerodrome as promised.

There is probably much more than you need for your present purpose but I do have more if you feel it necessary. I have this on my pc so can cut or expand it as required. I have one relevant photograph (should be two but I seem to have mislaid one) and am seeking more.

Amongst the other material that I do have are copies of pilots' Log Books' with details of their flying from Bramham, a list of Canadian pilots who trained there plus a few anecdotes from the memoirs of one of them.

I think that I said when we spoke that I am anxious to expand what I have as I would like to prepare an article for publication in this Society's quarterly 'Journal' (of which, I am 'Managing Editor'). So, if you learn anything more that you think would be of interest, please let me know.

I'll hang on to my photograph for the time being. When you are ready for it, please let me know and I'll either bring it to you or you can collect it. I MAY have more by then as I've got to check the aircraft serials against photographs of aircraft in my possession - a lengthy process.

Yours

Paul S Leaman

Paul S Leaman