
**ARCHAEOLOGICAL METAL DETECTING
ON LAND AT THE
FORMER NORTH CREAKE AIRFIELD,
EGMERE,
LITTLE WALSINGHAM,
NORFOLK
(ENF131407)**

Work Undertaken For
Solar Power Generation Limited

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Report Compiled by
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**ARCHAEOLOGICAL
PROJECT
SERVICES**



Quality Control

Archaeological Metal Detecting Survey,
Land at
former RAF North Creake,
Egmere Farm,
Little Walsingham,
Norfolk
(ENF131407)

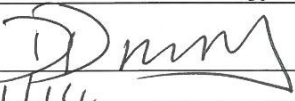
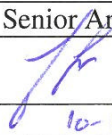
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1. SUMMARY

A programme of systematic metal detecting was undertaken on land at the former RAF North Creake airfield, by Egmere Farm, Little Walsingham, Norfolk as part of planning requirements for development at the site.

The site is archaeologically-sensitive, located close to a Roman road and Egmere deserted medieval settlement. During World War 2 the site was initially a decoy airfield before becoming, in 1942, an operational bombing base. The airfield was subsequently used to store scrap Mosquito aircraft and was closed in 1947.

A small quantity of prehistoric flintwork was recovered during the survey and suggests flint working at the site in the Neolithic period. A single item of possible medieval date, probably a component of manuring scatter, was also recovered. Post-medieval material was more abundant with a concentration of items close to Egmere Farm. This cluster of artefacts may indicate the location of manure heaps associated with the farm. Musket balls suggest hunting took place and several animal bells indicate livestock in the fields.

The majority of the material recovered related to the former use of the site as a military airfield. Many aluminium fragments, pieces of aeroplane fuselages, were collected. Some of these were distorted or heat affected, indicating crashes, and two concentrations of this material were identified. One of these clusters appeared to be debris swept off a runway, while a more dense concentration perhaps indicates an actual aircraft crash site. However, there was no clear evidence of the dismantling/breaking of Mosquito aeroplanes.

2. INTRODUCTION

Archaeological Project Services was commissioned by Savills, on behalf of Solar Power Generation Limited, to undertake to undertake a programme of metal detector survey within the proposed area of a solar farm development on land at the former North Creake airfield, Egmere, Norfolk. The survey was undertaken between 16th and 30th October 2013.

2.1 Planning Background

A planning application (PF/13/0168) was submitted to North Norfolk District Council for the construction of a solar photovoltaic farm. Permission has been granted subject to conditions, including the undertaking of a metal detector survey of the site.

2.2 Site Location

Little Walsingham is located 26km east of Hunstanton and 39km northwest of Norwich, in the administrative district of North Norfolk, Norfolk (Fig. 1).

Egmere Farm is located 3.5km northwest of the centre of Little Walsingham. The site now falls within the parish of Walsingham, though formerly lay within the historic parish of Egmere. The site lies to the west of the B1105 road and north of the Walsingham to Creake Road and extends from a small industrial complex alongside the B12105 towards the north and west of Egmere Farm, and is centred on National Grid Reference TF 900 385 (Fig. 2)

2.3 Topography and Geology

The site lies at a height of c. 73-76m OD on the north side of a slight rise which declines gently to the north and east down to the River Stiffkey.

Local soils are of the Barrow Association,

typically palaeo-argillic brown earths (Hodge *et al.* 1984, 107). These soils are developed over a drift geology of glacially derived sand and gravel that overlies glacial till and seals a solid geology of Cretaceous Chalk (BGS 2008).

2.4 Archaeological Setting

The proposed development site at the former North Creake airfield is located in an area where evidence of prehistoric and later date has been identified. A Bronze Age knife blade and a possible barrow are recorded to the west of the site. Prehistoric flints have also been found to the south. Romano-British artefacts have been found in the area and a possible road of the period lies to the north of the proposed development site.

A number of Saxon (AD 410-1066) finds have been retrieved from the site of Egmere village, itself a minor settlement during the medieval (AD 1066-1540) period. The site of the village, which is first documented in 1035-40, lies to the southwest of the proposed development area, and is marked by earthworks and the ruins of St Edmund's church.

Post-medieval (AD 1540-1900) finds are also known from Egmere village which was probably deserted early in the 17th century. Egmere Farm also dates to this period.

To the southeast of the site, a cluster of pillboxes, spigot mortar bases and a home guard shelter indicate the position of a defended locality, established between 1940 and 1941 (Cope-Faulkner and Trimble 2013).

During the Second World War, North Creake became a decoy airfield for RAF Docking. Established in 1941, the decoy airfield would have housed dummy hangars and planes to look realistic from the air. In 1942, the airfield became an operational bombing base and was granted

full station status in 1944. In July 1945, the airfield was passed over to a maintenance unit and used to store scrap Mosquitos and was finally closed in 1947 (Smith 1994, 173-5).

The proposed development site partly falls within the bounds of the former RAF North Creake airfield. The northern part of the site lies astride one of the main runways and a taxi way on the east side of the airfield which was constructed during the Second World War. Immediately to the east lay a technical site which has since developed into a light industrial complex (Cope-Faulkner and Trimble 2013).

3. AIMS

The aim of the metal detecting survey was to gather information regarding the distribution of metal artefacts, with particular reference to military items, across the site.

The objectives were to establish the nature, location and extent of different functional activities and events as indicated by the artefact distributions. In particular, and in relation to the documented scrapping of Mosquito planes at the site after the war, there was consideration for the recovery of abandoned/discarded parts of these aircraft.

4. METHODS AND CONDITION

Metal detecting was undertaken within the proposed development site, which comprised several fields formerly used for arable agriculture.

Transects 30m apart were established by GPS survey across the area and marked by canes. These provided guides for survey transects but further survey was carried out between these lines, with transects as close as 5m apart.

Vegetation covered almost all of the survey area but crops had been cleared leaving stubble and generally good conditions for the metal detector survey. A tree belt that extends approximately north-south through the centre of the site was not examined (Plates 1 and 2).

Metal detected artefacts were collected, numbered and their locations recorded using hand-held GPS equipment. Other, non-metal, artefacts were observed during the survey and were collected and recorded in the same manner (Appendix 1, Table 4).

Following the survey, finds were examined and a period date assigned where possible. A list of all finds and locations appears as Table 4 in Appendix 1.

5. RESULTS

The assemblage was examined and differentiated on date into several periods:

prehistoric	before AD43
medieval to post-medieval	c1200-1700
post-medieval	1500-1900
early modern	1900 or later

A small amount of prehistoric flintwork was recovered (Fig. 3). Almost all of this was from the western field, though this reflects the better visibility of the ground surface in this area. A loose cluster of flints, 5 items, was noted towards the eastern side of the western field. Most of the flints appear to be Neolithic in character (Appendix 1).

A single item of probable medieval date was recovered (Fig. 3). This is probably a cauldron leg in copper alloy.

Post-medieval material is much more abundant (Fig. 4). There is a notable density of material immediately north of Egmere Farm, with a more general spread

in the fields further north. Buttons occur moderately frequently and there are several crotal bells. A few lead shot and a possible fishing line weight were also found. Two pieces of ceramic roof tile were also recovered.

Late post-medieval to early modern material is very abundant (Fig. 5). Some of these items are buttons which may be 19th century, and technically post-medieval, though similar buttons continues into the early-mid 20th century (early modern period). Otherwise, the vast majority of the early modern material is military in nature. Much of this is aluminium from aircraft fuselages but there are also copper alloy items that are probably engine parts. Some of the aluminium pieces are distorted or affected by heat. Munitions, specifically bullets and cartridge cases were also recovered.

There are three concentrations, and a linear spread, of early modern items (Fig. 5). The densest concentration is in the northeastern corner of the survey area and there is a second in the southeastern corner, close to Egmere Farm. There is also another, looser, cluster on the east side of the west field. The linear spread of material runs alongside the northwestern boundary of the survey area.

Fragments of aircraft considered, on the basis of distortion or heat damage, to be crash debris is abundant in the artefact concentration in the northern part of the site and the linear spread alongside the northwestern boundary (Fig. 6). Most of the bullets, mainly from rifle-calibre weapons but also including a pistol round, were recovered close to Egmere Farm.

Some early modern items of non-military use were also retrieved. These include small bore bullets and cartridge cases and shotgun cartridges.

Two items are recorded as being found outside the survey area (No. 122 on Fig. 4

and No. 164 on Fig. 5). It is considered that the locations of these two items were recorded incorrectly.

6. DISCUSSION

Although only a small quantity of flintwork was recovered the material indicates that prehistoric, probably mainly Neolithic, flint working took place in the area

A probable cauldron leg is the only possible medieval item clearly identified, although cauldrons and similar vessels continued to be made in copper alloy into the post-medieval period. Pieces from them were collected as scrap for re-casting. However, in the absence of any clearly associated material, this item is more likely to have entered the area in manuring scatter.

There is a marked concentration of post-medieval material in the southern part of the site, close to Egmere Farm. This cluster includes many buttons and also lead shot and a possible fishing line weight. Buttons are often found on agricultural land due to the practise of ploughing in old clothes and uniforms, known as 'shoddy', to improve the texture of heavy soils. It seems possible that this artefact concentration close to the farm might be due to the area being used for stacking manure heaps, to which general household debris was added, prior to it being spread on the fields.

The lead shot are probably musket balls but one is small and likely to have been for a pistol. They probably indicate hunting, perhaps wildfowling, in the area. A possible lead line sinker was also retrieved and may suggest that fishing also took place in the general area.

Fragments of several crotal bells were also found. These were attached to the trappings of cattle and horses and are often

considered to indicate post-medieval pastureland. However, they could have been attached to plough trappings and may, therefore, indicate arable usage of the land.

The largest component of the assemblage is of early modern date, with much of it of military nature. Fragments of aluminium from aircraft fuselages occur frequently and some are twisted, bent or torn, or affected by heat. These latter distorted items are evidence of crashes and this material occurs in two distinct areas. One of these is a linear band along the northwest side of the survey area and the other is a dense concentration at the northeastern corner of the site. The linear band occurs alongside one of the former runways of the airfield and may indicate landing or take-off accidents. It further seems likely that this spread is debris that was swept off the runway following the accidents.

The second dense cluster also occurs close to one of the former runways. However, this is a much more concentrated distribution and located a little further off the runway (Fig. 6). This concentration is more representative of a direct impact and probably indicates the location of an aeroplane crash. Aircraft are known to have had accidents at North Creake during World War 2. Thus, for example, in August 1944, a Stirling of 199 Squadron swung off the runway and collided with a post, resulting in the undercarriage collapsing, while in September of that year another Stirling swung out of control on take off, crashing through a hedge, wrecking the plane (Chorley 1997, 407; 411).

Copper alloy items, probably mostly engine parts, were also recovered, some of them in or close to the aforementioned clusters that suggest aircraft crashes. Bullets and cartridge cases were also retrieved, with a couple of the bullets displaying extreme distortion as seen

during mass explosions when magazines or belts of bullets are detonated by fire. However, most of the bullets, including the 2 severely distorted examples, were recovered close to Egmere Farm. While this may indicate the location of a firing range it is possible that these expended munitions were collected as souvenirs by occupants of the farm.

In addition to the military munitions a few small bore bullets and shotgun cartridge cases were recovered. These are likely to have been used in hunting or vermin suppression. A small bore cartridge case is stamped with a trademark introduced in the 1960s.

It is known that, after the end of World War 2, RAF North Creake was used to store scrap Mosquitos which were dismantled there. Prior to the survey it was thought possible that material from these planes might be found by metal detector survey. No such evidence has been clearly identified. Moreover, the Mosquito was a wooden aircraft, with the metal parts being the engine, cockpit and flight controls, undercarriage and weapons. It seems possible that these metal items were salvaged for re-use or scrap, and the wooden fuselages may have been burned.

7. CONCLUSION

A programme of metal detector survey on land at the former North Creake airfield, by Egmere Farm, Little Walsingham, Norfolk, was undertaken to recover and map artefacts in order to identify past activities at the site.

A small quantity of prehistoric flintwork was collected suggesting a low-level human presence in the Neolithic period.

Post-medieval artefacts were concentrated in the southeastern part of the site, close to Egmere Farm. It is possible that this cluster of material indicates the former

locations of manure heaps, to which domestic debris had been added. Crotal bells indicate livestock on the fields and musket balls suggest hunting in the area.

The majority of finds were of early modern date and relate to the former World War 2 airfield. Much of the material was fragments of aluminium aircraft fuselages and distorted and heat-affected pieces suggested the locations of two crashes, one in the northeastern corner of the area and the other on the runway alongside the northwestern boundary. More modern items, including shotgun cartridges and small bore bullets, indicate hunting or vermin control in the area.

8. ACKNOWLEDGEMENTS

Archaeological Project Services wishes to acknowledge the assistance of Claire Frost of Savills who commissioned this project on behalf of Solar Power Generation Ltd. Thanks for comments on and identifications of some of the military artefacts are due to W Welbourne of Fenland & West Norfolk Aviation Museum, Mike Hodgson and colleagues of Thorpe Camp Preservation Trust, and members of Grantham Aviation Society. Gary Taylor coordinated the project and this report was edited by Denise Drury and Tom Lane.

9. PERSONNEL

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 Finds Processing: Denise Buckley, Lavinia Green
 Finds Analysis: Alex Beeby, Paul Cope-Faulkner, Tom Lane, Gary Taylor
 Photographic reproduction: Gary Taylor

Illustration: Paul Cope-Faulkner and Steve
Malone
Analysis: Gary Taylor

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11. ABBREVIATIONS

APS Archaeological Project Services

BGS British Geological Survey

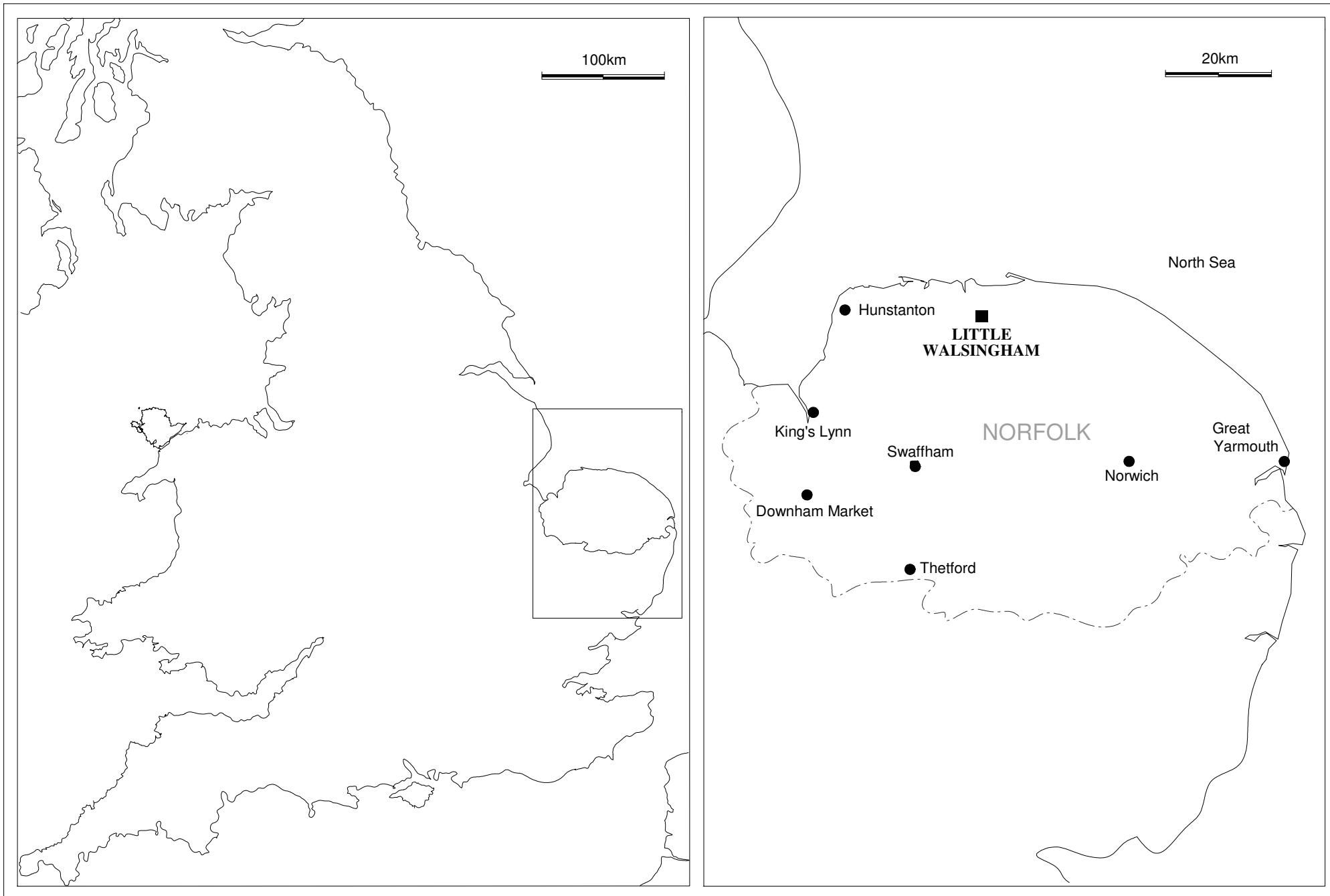
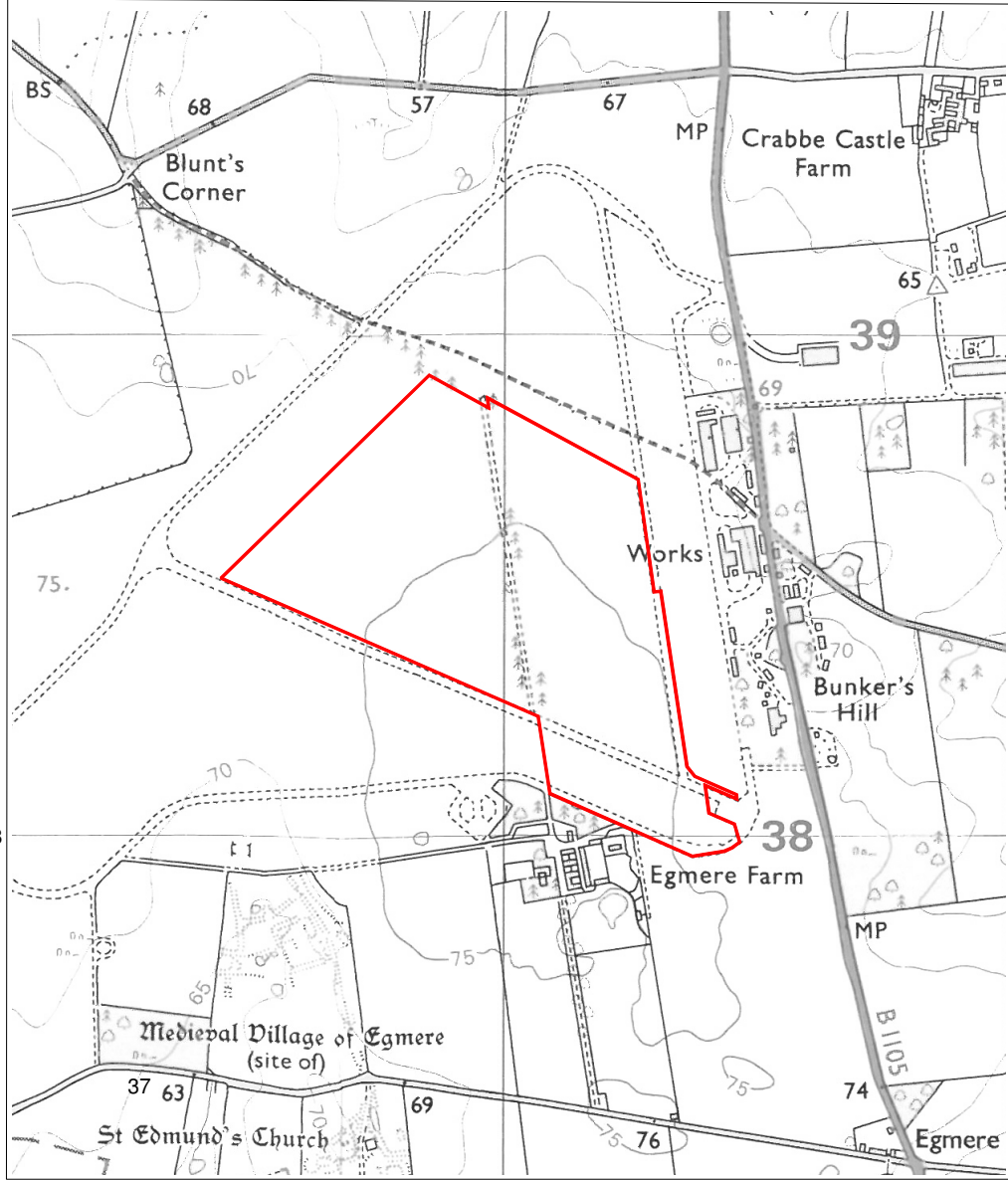


Figure 1 General location plan



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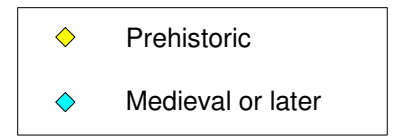
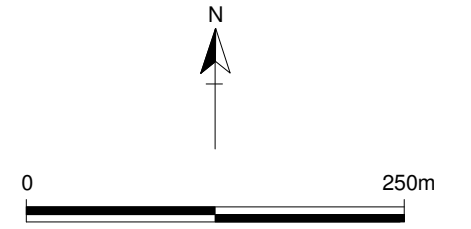
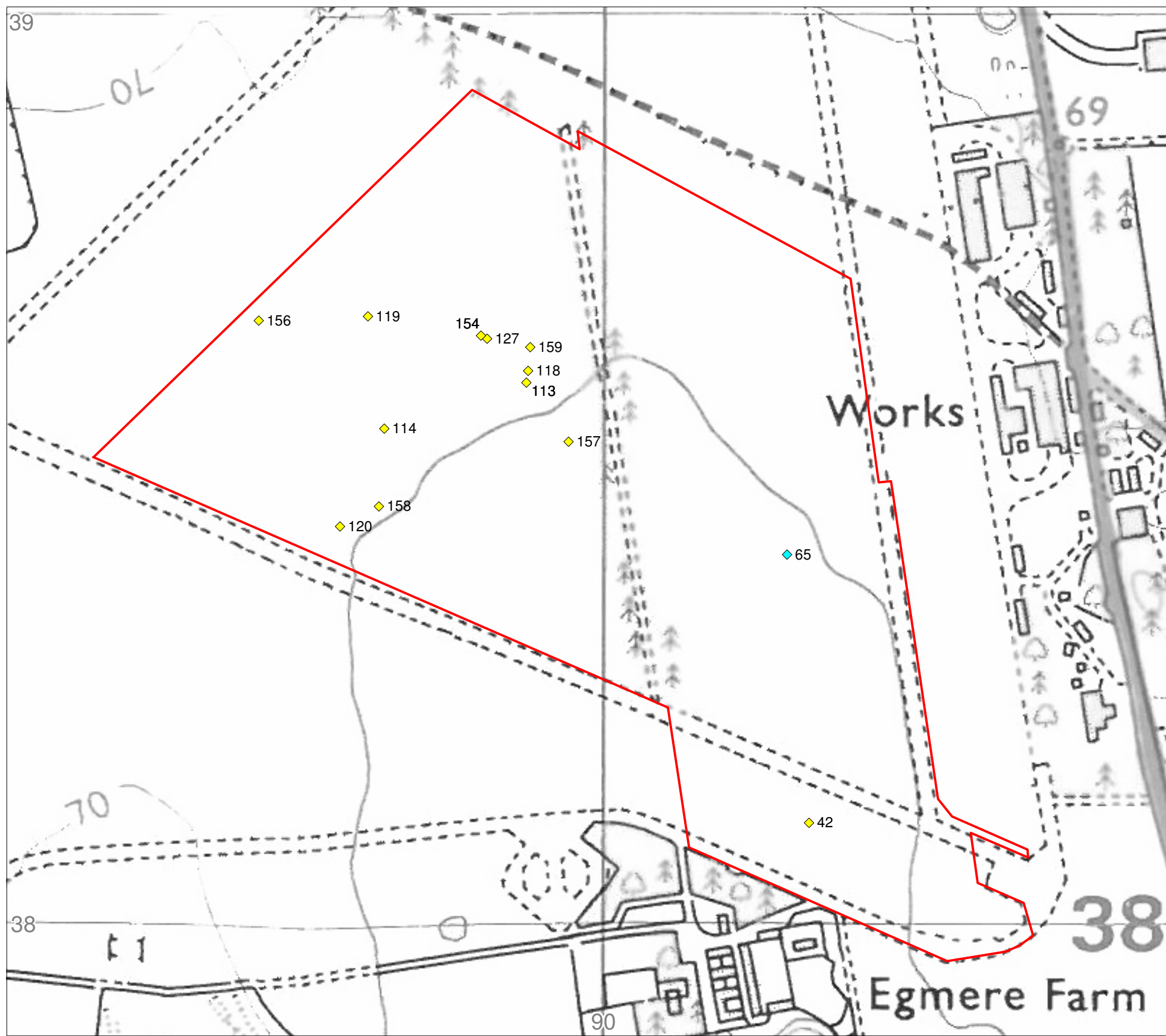
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Figure 2 Map of the proposed development site




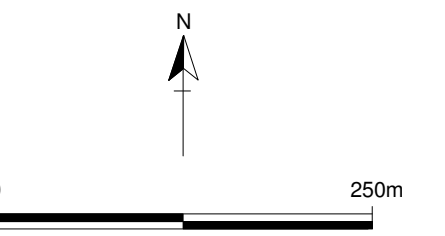
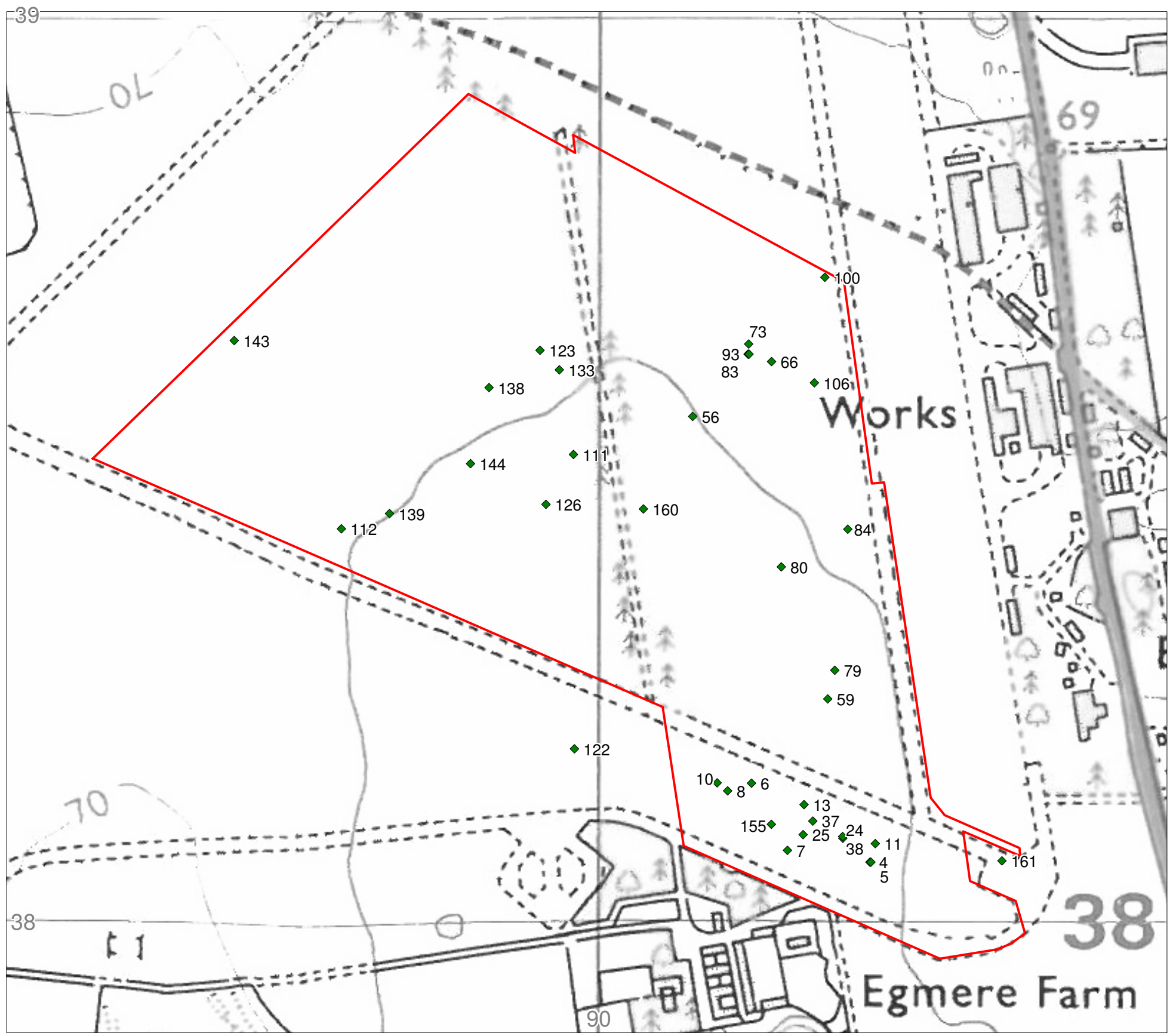
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Figure 3 Prehistoric and medieval finds distribution



◆ Post-medieval



Archaeological Project Services
 Project Name: North Creake Egmere Airfield
 Scale 1:5000 | Drawn by: SJM | Report No: 03/14

Figure 4 Distribution of post-medieval finds

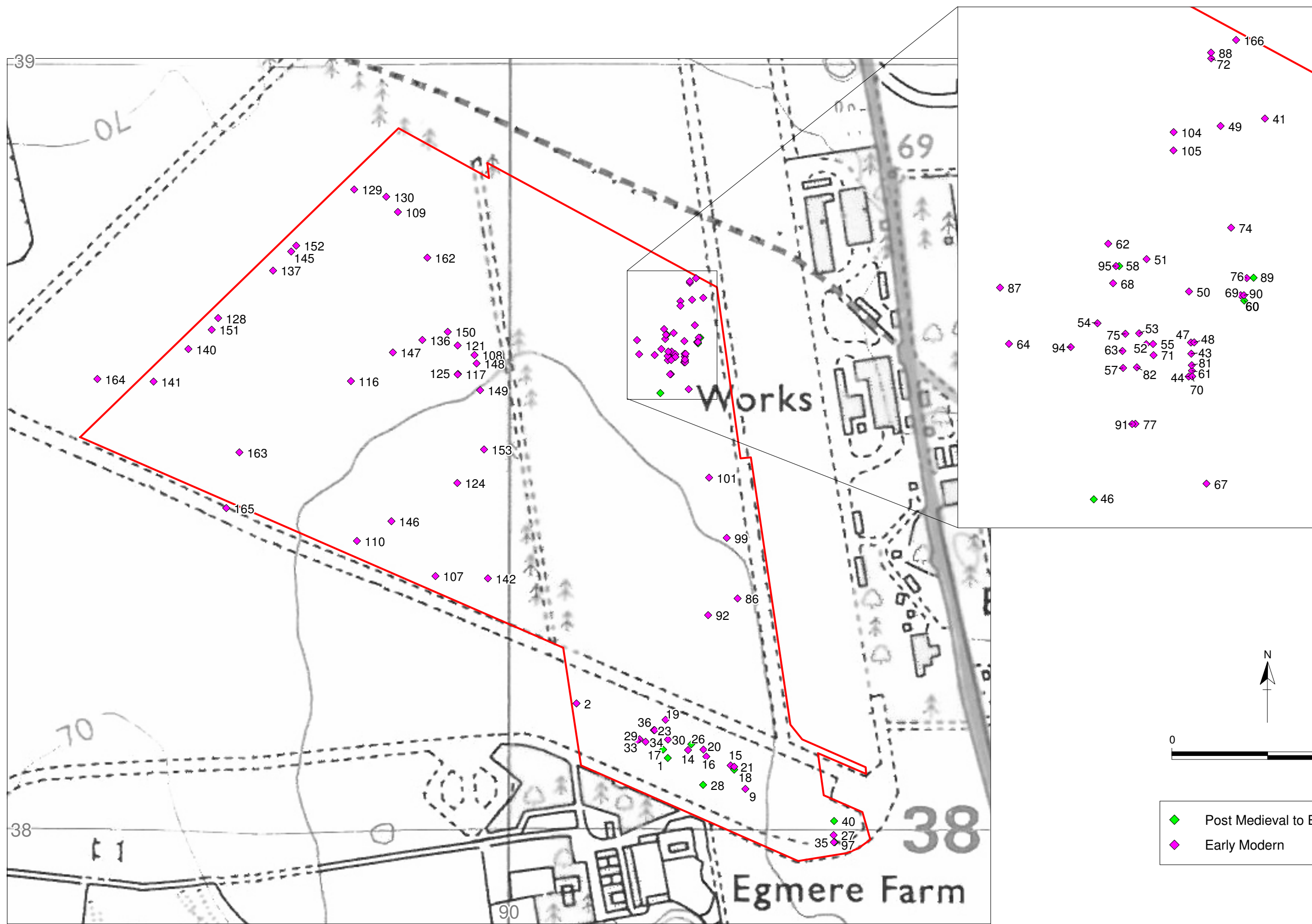


Figure 5 Distribution of post-medieval - early modern finds

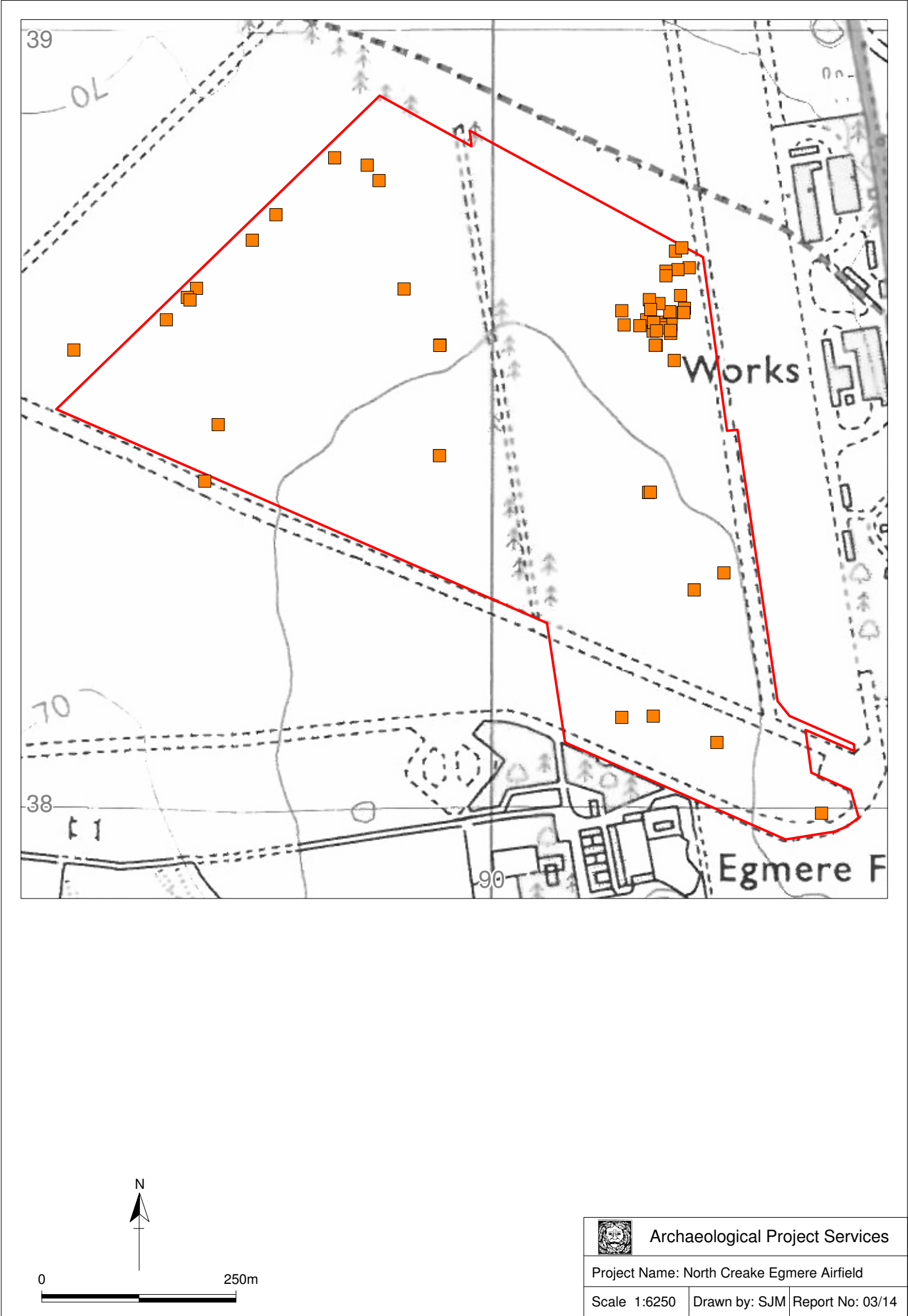


Figure 6 Distribution of probable crash debris



Plate 1 General site view



Plate 2 General site view



Plate 3 Find no. 99, item not recovered

Appendix 1 THE FINDS

CERAMIC BUILDING MATERIAL

By Alex Beeby

Introduction

All the material was recorded at archive level in accordance with the guidelines laid out by the Archaeological Ceramic Building Materials Group (2002). A total of two fragments of ceramic building material, weighing 57 grams was recovered from the site.

Methodology

The material was laid out and viewed in context order. Fragments were counted and weighed within each context. The ceramic building material was examined visually and using x20 magnification. This information was then added to an Access database. An archive list of the ceramic building material is included in Table 1 below.

Condition

The material is relatively fresh.

Results

Table 1, Ceramic Building Material Archive

Find No.	Cname	Full Name	Fabric	Comment	Date	NoF	W(g)
79	RTMISC	Misc Roof Tile	Reduced; fine sandy; Mica	Sanded base; slight curve; PANT?	Post Roman	1	30
133	PANT	Pantile	Reduced; fine sandy; Mica		17th-19th	1	27
Total						2	57

Summary

Two pieces of tile, probably both fragments of Post medieval Pantile, were recovered during the metal-detector survey.

FAUNAL REMAINS

By Paul Cope-Faulkner

Introduction

Two shells weighing 82g were recovered.

Methodology

The faunal remains were examined, counted and weighed, and where possible identified to species, element and side. Also fusion data, butchery marks, gnawing, burning and pathological changes were noted when present.

The condition of the faunal remains was graded using the criteria stipulated by Lyman (1996), Grade 0 being the best preserved and Grade 5 indicating that the remains had suffered such structural and attritional damage as to make it unrecognisable.

Provenance

The faunal remains were recovered during metal-detector survey.

Condition

The overall condition of the remains was good to moderate, averaging at grades 2-3 on the Lyman Criteria (1996).

Results

Table 2, Fragments Identified to Taxa

Find No.	Taxon	Element	Side	Number	W (g)	Comments
102	Oyster	Shell		1	11	

135	Oyster	Shell		1	71	
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Summary

The faunal remains are likely to be food waste but perhaps brought to the area in manuring scatter.

WORKED FLINT

By Tom Lane

Introduction

Flints were collected during metal-detector survey.

Condition

All of the flints were moderately to severely abraded.

Results

Table 3, Worked Flint Archive

Find No.	Description	No	Wt (g)	Date
42	Large Core. Burnt/fire crazed. Long narrow blades removed. Some cortex remaining. 58 x42 x40mm	1	106	Neolithic
113	End Scraper on flake. 36 x 22 x 5mm	1	4	Neolithic
114	Utilized nodule/chipping tool. Small area of utilization/retouch on one end. 84 x60 x20mm	1	130	Prehistoric
115	Heavily abraded natural nodule. Discarded			
118	Utilized flake/chopping tool. Irregular shaped piece with large secondary working along one edge 50 x 40 x 14mm	1	51	prehistoric
119	Heavily abraded nodule. Some removal of narrow long flakes. 45 x 50 x 40	1	117	??Neolithic
120	Unfinished tool? Working on one side of flint only. 60 x 50 x 14mm	1	50	Prehistoric
127	Blade flake. Narrow blade scars on dorsal face. 45 x 20 x 4mm	1	6	Neolithic
154	Large flake. Pronounced striking platform but cortex remaining on distal end. 53 x 44 x 14mm	1	34	?Neolithic
156	Heavily abraded nodule with one blade scar flake measuring 12 x 6mm. 45 x 38 x 25	1	65	prehistoric
157	Nodule with two blade flake scars. 55 x 50 x 35mm	1	86	prehistoric
158	Utilised flake. Unprepared nodule with limited steep-angled retouch along part of one edge. 45 x 35 x 16mm	1	37	?Bronze Age
159	Hammerstone.78 x 65 x 30	1	216	Prehistoric

Provenance

The items were located during metal detecting, broadly in one loose cluster and a more general spread.

Range

This is an odd collection of predominantly large nodules, many with little in the way of systematic reduction.

Potential

The items indicate a presence of flint working communities in the general area. Some of the pieces have characteristics of Neolithic flintwork but are generally of a size and character more associated with Palaeolithic collections. A number have very few flake scars on and perhaps, particularly given the airfield context, might have been imported to the area and possibly been damaged during transit.

Summary

This odd collection contains some definitely struck items, in particular the core [42] is a good example, and some that may have suffered edge damage during use (as hardcore?) on the airfield. Although the blade-based flakes are of Neolithic character some may be Palaeolithic in origin.

OTHER FINDS

By Gary Taylor

Introduction

Details of the other finds (together with the ceramic, faunal and stone items detailed above) are presented in the accompanying Table 4.

Condition

The other finds vary in condition and most are fragmentary. Iron items are corroded and many of the pieces of aluminium are twisted and distorted, with some also heat affected or made amorphous from melting.

Results

The other finds are of metal with most of them being early modern. A single probable cauldron foot (Find No. 65) is the only clearly identified item that may be medieval, but such utensils continued to be made and used into the early post-medieval period so it could be later.

Several post-medieval crotal bells, or fragments thereof, were also recovered. The more complete examples of these have large rectangular suspension loops, similar to 17th-18th century types recovered in Norwich (Margeson 1993, fig 162, No. 1760). One small fragment of copper alloy (Find No. 80) appears to have a 'bunch of grapes', or scale pattern, and is perhaps another piece of a crotal bell and is again similar to an example found in Norwich (*ibid.*, no 1761). Crotal bells were attached to the trappings of various animals, particularly cattle and horses. They suggest that the area was used for pasture in the post-medieval period.

A few lead shot were also recovered. These are probably musket balls but one is small and may have been for a pistol. It is likely that they indicate hunting, perhaps wildfowling, in the area during the post-medieval era. A possible lead line sinker (Find No. 38) may suggest that fishing also took place in the general area.

Metal buttons are not uncommon. These are probably mostly 19th century, though perhaps extending into the early-middle 20th century. None have military insignia and only one has a decorative design. This latter item (Find No. 5) is marked 'EASTERN COUNTIES RAILWAY' around a central rosette. This railway was incorporated in 1836 and was amalgamated, with others, to form the Great Eastern Railway in 1862. These buttons may be casual losses or could have entered the area on 'shoddy' - old clothes and uniforms that were ploughed into heavy soils to improve soil texture.

A lead sack seal was also recovered (Find No. 8). This is marked on one side with 'TRADE MARK' and the image of a beet or turnip, and on the other with 'J. K. KING, SEED GROW**, COGGESHALL, ESSEX'. The firm of J. K. King established seed growing in the Coggeshall area in the mid 19th century and continued through the 20th century.

Evidence of shooting firearms also occurs. There is a brass cartridge case (Find No. 107) marked 'FRONTIER 223 REM'. The 'Frontier' stamp on this small bore bullet is used by the firm of Hornady and was started in 1964. These bullets are frequently used for shooting vermin. There is also a lead small bore (.22) bullet (Find No. 142), a type used for short range target shooting and killing small game (eg, pigeons, rabbits). Several brass bases of shotgun cartridge cases were also recovered, some of them in a slight cluster. These suggest the activities of a game shooter, or someone controlling vermin.

The other weapon evidence is more military in nature. There is a 9mm pistol bullet (Find No. 23) and several 303 bullets. A number of the 303 bullets are distorted from impact, with a couple (Find Nos. 2 and 19) extremely distorted. This latter pattern of major damage has been seen on bullets that have been struck by other bullets, including when a quantity of rounds is detonated together, such as might occur when a magazine, cartridge belt or bullet store is in a fire. There is also a 303 cartridge case stamped with the date 1940 (Find No. 101). Such 303 calibre bullets were used in a variety of weapons, including Lee Enfield rifles, Vickers and Bren machine guns and other rifle calibre machine guns such as the Browning machine gun used in the Spitfire and Hurricane fighter planes, and the Halifax and Short Stirling bombers, the latter two both operational at North Creake airfield during World War 2.

Much of the remainder of the assemblage appears to be from aircraft. There are numerous fragments of aluminium, which are mostly pieces of aircraft fuselage. Some of these are contorted and others affected by high temperatures so that they have blistered or melted. This latter material suggests crash debris, and occurs mostly in two parts of the site, a

major concentration in the northeastern corner and a linear spread along the northwestern boundary. Both of these concentrations are close to former runways. Both the Halifax and Stirling had aluminium fuselages. Although scrap Mosquitos were held at North Creake airfield after the war, they had wooden fuselages, for which no evidence was recovered. There are also pieces of copper alloy, some again distorted or fragmented, that appear to be from engines or aircraft controls. None of the assemblage displays evidence to suggest it comes from the dismantling of aircraft.

Potential

The other finds are of moderate potential and provide functional evidence of a variety of activities in the area from the post-medieval period and later. Although much of the material is clearly from aircraft, the pieces are generally too small to be identifiable to specific aeroplane types, or to which parts of the plane they derive from.

SPOT DATING

The dating in the accompanying Table 4 is based on the evidence provided by the finds detailed above.

ABBREVIATIONS

ACBMG	Archaeological Ceramic Building Materials Group
CBM	Ceramic Building Material
CXT	Context
NoF	Number of Fragments
W (g)	Weight (grams)

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TABLE 4: DETAILS OF ALL FINDS

FINDS NO.	DESCRIPTION	EASTING	NORTHING	PERIOD	
1	COPPER ALLOY STRIP	590205.55	338091.82	PM-EM	
2	COPPER ALLOY 303 BULLET, EXTREMELY DISTORTED	590085.99	338163.17	EM	
3	THICK SHEET LEAD, RECTANGULAR, WEIGHT?	590261.55	338094.02		
4	COPPER ALLOY BUTTON	590298.62	338063.96	PM	
5	COPPER ALLOY BUTTON, DECORATED	590299.76	338064	PM	
6	COPPER ALLOY BUTTON	590167.25	338151.56	PM	
7	COPPER ALLOY BUTTON	590207.21	338077.07	PM	
8	LEAD SEED SACK SEAL	590140.65	338143.05	PM	
9	COPPER ALLOY 303 BULLET, DISTORTED/IMPACTED	590307	338051.27	EM	
10	COPPER ALLOY BUTTON	590129.12	338151.95	PM	
11	COPPER ALLOY BUTTON	590304.54	338084.58	PM	
12	LEAD MELT	590292.53	338076.64		
13	MUSKET BALL	590225.41	338127.9	PM	
14	COPPER ALLOY WASHER	590232.08	338102.1	EM	
15	THIN ALUMINIUM SHEET, PART MELTED	590287.81	338082.03	EM	crash
16	BULLET, PART LEAD	590255.97	338093.8	EM	
17	THIN RECTANGULAR COPPER ALLOY SHEET	590199.47	338102.71	PM-EM	
18	COPPER ALLOY BUTTON, ILLEGIBLE IMPRESSED LEGEND	590292.53	338076.64	PM-EM	
19	COPPER ALLOY 303 TRACER BULLET, MUCH DISTORTED	590202.44	338141.81	EM	
20	COPPER ALLOY 303 BULLET	590252.24	338102.89	EM	
21	COPPER ALLOY T-SHAPED FRAGMENT	590292.38	338080.42	EM	
22	THIN IRREGULAR LEAD STRIP, FOLDED	590096.95	338141.33		
23	COPPER ALLOY PISTOL BULLET, 9mm	590187.29	338128.18	EM	
24	COPPER ALLOY BUTTON	590268.42	338090.62	PM	
25	COPPER ALLOY POSSIBLE OPENWORK MOUNT (BRIDLE MOUNT?)	590224.5	338094.46	?PM	
26	THIN COPPER ALLOY SHEET	590236.22	338109.73	PM-EM	
27	THIN COPPER ALLOY SHEET/STRIP, ROLLED TO FORM TUBE? CABLE SHEATH?	590422.69	337990.9	EM	?crash
28	WHITE METAL WHISTLE	590251.78	338056.55	PM-EM	
29	VALVE REMOVER, CHROME-PLATED, 12-SIDED	590168.63	338116.31	EM	
30	THIN ALUMINIUM SHEET, DISTORTED	590205.68	338115.99	EM	crash
31	THICK LEAD SHEET, FOLDED	590298.86	338115.87		
32	NATURAL STONE - DISCARDED	590195.11	338100.64		
33	COPPER ALLOY INDICATOR LIGHT	590165.34	338114.4	EM	?crash
34	ALUMINIUM TUBE, VENTILATOR/BREATHING PIPE	590176.64	338112.95	EM	
35	COPPER ALLOY MAGNETO - IGNITION NUT	590423.07	337981.56	EM	
36	COPPER ALLOY 303 BULLET, DISTORTED/IMPACTED	590188.36	338128.23	EM	
37	LEAD SMALL MUSKET BALL, SMALL, PERHAPS FROM A PISTOL	590235.14	338109.68	PM	
38	ROLLED SHEET LEAD TUBE, POSSIBLE LINE SINKER	590268.35	338092.4	PM	
39	LEAD OFFCUT	590225.65	338094.49		
40	COPPER ALLOY TACK	590423.11	338009.4	PM-EM	
41	THIN ALUMINIUM SHEET, TWISTED	590250.52	338694.3	EM	crash
42	FLINT CORE, NEOLITHIC	590223.92	338109.24	PREHIST	
43	THIN ALUMINIUM SHEET, L-SECTION, RIVETTED, STRENGTHENING STRUT	590226.62	338617.29	EM	?crash

FINDS NO.	DESCRIPTION	EASTING	NORTHING	PERIOD	
44	THIN ALUMINIUM SHEET, RECTANGULAR, 26x19x1.5mm, CENTRAL RIVET HOLE 4mm DIA	590225.77	338609.8	EM	
45	AMORPHOUS COPPER ALLOY LUMP, OFFCUT?	590260.44	338271.5		
46	THIN COPPER ALLOY SHEETS, FOLDED	590194.84	338569.6	PM-EM	
47	THIN ALUMINIUM SHEET	590226.47	338620.96	EM	crash
48	THIN ALUMINIUM SHEET, FOLDED OVER AT 1 EDGE	590227.55	338621.01	EM	?crash
49	THIN ALUMINIUM SHEET, DISTORTED	590236.01	338691.83	EM	crash
50	ALUMINIUM MELT	590225.82	338637.64	EM	crash
51	THICK ALUMINIUM SHEET, FLANGED AND WITH SERVICES OF CIRCULAR HOLES	590211.94	338648.23	EM	crash
52	MODERATELY THIN ALUMINIUM SHEETS, RIVETTED TOGETHER, FOLDED/DISTORTED	590211.89	338620.39	EM	crash
53	THIN ALUMINIUM SHEET, FOLDED	590209.53	338623.97	EM	?crash
54	THICK ALUMINIUM SHEET, C-SECTION OF PART OF SHORT CIRCULAR TUBE, AND COPPER ALLOY L-SHAPED STRIP WITH RIVET HOLE	590195.94	338627.22	EM	?crash
55	THIN ALUMINIUM SHEET, DISTORTED, SEVERAL PIECES RIVETTED TOGETHER	590214.11	338620.48	EM	crash
56	COPPER ALLOY BUTTON	590101.03	338558.44	PM	
57	THIN ALUMINIUM SHEET	590204.32	338612.63	EM	crash
58	THIN COPPER ALLOY STRIP	590203.01	338645.98	PM-EM	
59	THICK IRON SHEET, CAST? AGRICULTURAL IMPLEMENT?	590251.38	338245.19	PM	
60	COPPER ALLOY BUTTON	590243.85	338634.67	PM-EM	
61	THIN ALUMINIUM SHEET, RIVETTED	590226.84	338611.73	EM	
62	THIN ALUMINIUM SHEET	590199.35	338653.3	EM	crash
63	THIN ALUMINIUM SHEET, RECTANGULAR, RIVETTED	590204.1	338618.19	EM	
64	ALUMINIUM RIVET, DISTORTED	590166.98	338620.51	EM	?crash
65	COPPER ALLOY PROBABLE CAULDRON FOOT	590199.05	338404.61	MED-PM	
66	COPPER ALLOY SMALL NAIL/TACK	590188.37	338619.46	PM	
67	THIN ALUMINIUM SHEET, DISTORTED, RIVETTED	590231.67	338574.73	EM	crash
68	THIN ALUMINIUM SHEETS, RIVETTED	590201	338640.34	EM	?crash
69	THIN ALUMINIUM SHEET, DISTORTED	590242.7	338636.41	EM	crash
70	THIN COPPER ALLOY SHEETS, DISTORTED	590226.92	338609.84	EM	?crash
71	L-SECTIONED ALUMINIUM STRENGTHENING STRUT	590214.25	338616.81	EM	crash
72	COPPER ALLOY 303 BULLET	590232.91	338713.98	EM	
73	COPPER ALLOY BUTTON, LARGE	590162.9	338638.83	PM	
74	THIN, PART MELTED ALUMINIUM, RETAINS SOME SHAPE AT 1 END INCL PARTIAL SOCKET, BRACKET/ENGINE FLANGE GEAR COWLING	590239.54	338658.56	EM	crash
75	MODERATELY THIN ALUMINIUM SHEETS, FOLDED/DISTORTED	590205.03	338623.79	EM	crash
76	THICK, DISHED, ALUMINIUM FRAGMENT, MILLED ON CONVEX SURFACE	590244.7	338642.06	EM	?crash
77	MODERATELY THICK ALUMINIUM, HEAT AFFECTED?	590208.41	338594.3	EM	crash
78	THICK IRON SHEET AND IRON CIRCULAR-SECTIONED ROD	590192.25	338320.81		
79	ROOF TILE, POST-ROMAN, PROBABLY POST-MEDIEVAL	590259.08	338277.02	PM	

FINDS NO.	DESCRIPTION	EASTING	NORTHING	PERIOD	
80	COPPER ALLOY POSSIBLE CROTAL BELL FRAGMENT	590199.56	338391.6	PM	
81	L-SECTIONED ALUMINIUM STRENGTHENING STRUT	590226.77	338613.51	EM	crash
82	MODERATELY THICK ALUMINIUM SHEET WITH SMALL STEEL NUTS AND BOLTS, DISTORTED	590208.82	338612.8	EM	crash
83	COPPER ALLOY CROTAL BELL FRAGMENT	590162.25	338627.67	PM	
84	COPPER ALLOY CHAIN LINK OR LARGE BUCKLE FROM STRAP	590273.12	338433.48	PM	
85	THIN LEAD SHEET	590253.05	338230.33		
86	IRON RUNWAY LAMP	590296.33	338300.75	EM	?crash
87	THIN ALUMINIUM SHEETS, RIVETTED, DISTORTED	590164.03	338638.88	EM	crash
88	MODERATELY THIN ALUMINIUM SHEETS, RIVETTED TOGETHER, FUSELAGE STRENGTHENING BAR	590232.84	338715.87	EM	?crash
89	THIN COPPER ALLOY SHEET, RIBBED AND WITH 1 EDGE FOLDED OVER	590246.91	338642.15	PM-EM	
90	THIN ALUMINIUM SHEET, RIVET HOLES, BRACKET ON FLANGE	590243.77	338636.45	EM	?crash
91	THIN ALUMINIUM SHEET, DISTORTED	590207.33	338594.25	EM	crash
92	MODERATELY THIN ALUMINIUM SHEET	590257.87	338278.86	EM	crash
93	COPPER ALLOY LARGE OPENWORK MOUNT, PROBABLE BRIDLE DECORATION	590163.33	338627.72	PM	
94	THIN ALUMINIUM SHEET, FOLDED OVER AT 1 EDGE	590187.22	338619.42	EM	?crash
95	COPPER ALLOY WEIGHT, MARKED 1/2 OZ	590201.93	338645.94	EM	
96	THICK LEAD STRIP/OFFCUT	590269.49	338092.44		
97	THIN RECTANGULAR COPPER ALLOY STRIP	590424.21	337981.6	PM-EM	
98	LEAD MELT	590201.34	338404.7		?crash
99	IRON OBJECT WITH EXPOSED WIRES - ITEM NOT RECOVERED	590281.96	338380.04	EM	
100	COPPER ALLOY BUTTON	590340.65	338701.83	PM	
101	COPPER ALLOY 303 CARTRIDGE CASE, STAMPED MF VII 1940	590258.65	338458.83	EM	
102	OYSTER SHELL	590380.65	338430.83		
103	THICK LEAD SHEET/OFFCUT, FOLDED	590340.65	338700.83		
104	ROLLED SHEET ALUMINIUM FORMING TUBE	590220.65	338689.83	EM	crash
105	THIN COPPER ALLOY SHEET, FOLDED	590220.65	338683.83	EM	?crash
106	LEAD MUSKET BALL	590235.65	338595.83	PM	
107	COPPER ALLOY 223 CARTRIDGE CASE	589901.31	338329.75	EM	
108	COPPER ALLOY BOLT, THREADED	589951.59	338619.38	EM	
109	ALUMINIUM TUBE	589851.12	338806.64	EM	crash
110	COPPER ALLOY SHOTGUN CARTRIDGE CASE	589798.51	338375.82	EM	
111	COPPER ALLOY CROTAL BELL	589969.12	338516.17	PM	
112	COPPER ALLOY CROTAL BELL FRAGMENT	589712.08	338433.67	PM	
113	FLINT END SCRAPER, NEOLITHIC	589912.21	338593.78	PREHIST	
114	FLINT UTILIZED NODULE/CHIPPING TOOL, PREHISTORIC	589755.99	338543.09	PREHIST	
115	NATURAL FLINT NODULE	589803.6	338760.23		
116	SMALL COPPER ALLOY WASHER	589790.29	338585.2	EM	
117	THIN ALUMINIUM SHEET, DISTORTED	589930.16	338594.49	EM	?crash
118	FLINT UTILIZED FLAKE/CHOPPING TOOL, PREHISTORIC	589913.99	338606.76	PREHIST	
119	FLINT CORE, NEOLITHIC	589737.67	338666.65	PREHIST	
120	FLINT UNFINISHED TOOL?	589707.5	338435.38	PREHIST	
121	BICONICAL COPPER ALLOY OLIVE (ENGINE HYDRAULICS)	589929.65	338631.83	EM	

FINDS NO.	DESCRIPTION	EASTING	NORTHING	PERIOD	
122	COPPER COIN, GEORGE III HALFPENNY, 1799	589970.78	338189.64	PM	
123	COPPER ALLOY BUTTON	589931.65	338631.83	PM	
124	MELTED ALUMINIUM	589929.65	338451.83	EM	crash
125	THIN SHEET ALUMINIUM, POSSIBLY MELTED	589929.65	338593.83	EM	crash
126	COPPER ALLOY CROTAL BELL FRAGMENT	589938.65	338460.83	PM	
127	FLINT BLADE FLAKE, NEOLITHIC	589868.83	338642.18	PREHIST	
128	THIN ALUMINIUM SHEET, FOLDED OVER AT 1 EDGE	589616.46	338667.45	EM	crash
129	MELTED ALUMINIUM	589793.89	338835.91	EM	crash
130	LEAD OR ALUMINIUM SHEET FOLDED TO FORM TUBE, PROBABLY CABLE CLADDING	589835.73	338826.42	EM	?crash
131	LEAD MELT	589604.59	338655.86		?crash
132	THIN LEAD SHEET, THINNING TO 1 EDGE	589883.55	338666.81		?crash
133	PANTILE, 17TH-19TH CENTURY	589953.1	338610.2	PM	
134	THIN LEAD SHEET	589835.48	338490.54		
135	OYSTER SHELL	589633.97	338679.28		
136	LEAD BULLET	589883.5	338638.97	EM	
137	LEAD WIRE/CABLE	589688.06	338729.74	EM	?crash
138	IRON RECTANGULAR BUCKLE	589875.31	338590.44	PM	
139	IRON IRREGULAR WASHER	589765.28	338450.58	PM	
140	THIN ALUMINIUM SHEET	589577.65	338626.96	EM	crash
141	COPPER ALLOY TUBE, PROBABLE FERRULE OR AT TERMINAL OF CABLE	589532.2	338584.41	EM	
142	LEAD 22 BULLET, SMALL BORE	589969.83	338326.87	EM	
143	LARGE IRON RING, SLIGHTLY IRREGULAR	589592.79	338642.47	PM	
144	COPPER ALLOY BUCKLE FRAGMENT	589855.06	338506.11	PM	
145	SHOTGUN CARTRIDGE CASE	589711.79	338754.73	EM	
146	SHOTGUN CARTRIDGE CASE	589843.47	338401.75	EM	
147	SHOTGUN CARTRIDGE CASE	589844.89	338622.65	EM	
148	SHOTGUN CARTRIDGE CASE	589954.31	338608.35	EM	
149	SHOTGUN CARTRIDGE CASE	589959.05	338573.35	EM	
150	THIN ALUMINIUM SHEET	589916.74	338649.64	EM	
151	FOLDED ALUMINIUM SHEET	589608.09	338652.32	EM	crash
152	THIN ALUMINIUM SHEET, RIVET HOLE	589718.22	338762.44	EM	crash
153	SHOTGUN CARTRIDGE CASE	589964.34	338495.6	EM	
154	FLINT LARGE FLAKE OFF CORE, NEOLITHIC?	589861.96	338645.59	PREHIST	
155	COPPER ALLOY BUTTON	590189.24	338105.98	PM	
156	FLINT NODULE WITH BLADE SCAR	589617.82	338661.94	PREHIST	
157	FLINT NODULE WITH BLADE SCARS	589958.53	338528.78	PREHIST	
158	FLINT UTILIZED FLAKE, BRONZE AGE?	589750.4	338457.45	PREHIST	
159	FLINT HAMMERSTONE?	589916.32	338632.91	PREHIST	
160	COPPER ALLOY BUTTON	590046.65	338455.83	PM	
161	COPPER ALLOY RING, GILDED	590444.78	338065.64	PM	
162	THIN ALUMINIUM SHEET	589889.65	338746.83	EM	
163	COPPER ALLOY ?ENGINE PART, BROKEN	589644.65	338491.83	EM	?crash
164	THIN ALUMINIUM SHEET	589458.65	338587.83	EM	crash
165	THIN ALUMINIUM SHEET	589627.65	338418.83	EM	crash
166	COPPER ALLOY ENGINE PART? DISTORTED	590334.65	338708.83	EM	crash

Appendix 2

GLOSSARY

Bronze Age	A period characterised by the introduction of bronze into the country for tools, between 2250 and 800 BC.
Manuring Scatter	A distribution of artefacts, usually pottery, created by the spreading of manure and domestic refuse from settlements onto arable fields. Such scatters can provide an indication of the extent and period of arable agriculture in the landscape.
Medieval	The Middle Ages, dating from approximately AD 1066-1500.
Modern	Relating to the 20 th -21 st centuries.
Neolithic	The 'New Stone Age' period, part of the prehistoric era, dating from approximately 4500 - 2250 BC.
Palaeolithic	The 'Old Stone Age' period, part of the prehistoric era, dating from approximately 500000 - 11000 BC in Britain.
Post-medieval	The period following the Middle Ages, dating from approximately AD 1500-1800.
Prehistoric	The period of human history prior to the introduction of writing. In Britain the prehistoric period lasts from the first evidence of human occupation about 500,000 BC, until the Roman invasion in the middle of the 1st century AD.
Romano-British	Pertaining to the period dating from AD 43-410 when the Romans occupied Britain.

Appendix 3

THE ARCHIVE

The archive consists of:

- 1 Photographic Record Sheet
- 1 Diary/notes of survey
- 1 Bag of Finds

All primary records are currently kept at:

Archaeological Project Services
The Old School
Cameron Street
Heckington
Sleaford
Lincolnshire
NG34 9RW

The ultimate destinations of the project archive are:

Norwich Museum (for non-military items)
Fenland & West Norfolk Aviation Museum (for military items)

Norfolk HER Event Number: ENF131407

OASIS Identification Number: archaeo11-168378

The discussion and comments provided in this report are based on the archaeology revealed during the site investigations. Other archaeological finds and features may exist on the development site but away from the areas exposed during the course of this fieldwork. *Archaeological Project Services* cannot confirm that those areas unexposed are free from archaeology nor that any archaeology present there is of a similar character to that revealed during the current investigation.

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OASIS ID: archaeol1-168378

Project details

Project name	Metal detecting survey of former North Creake airfield, Little Walsingham, Norfolk
Short description of the project	A metal detector survey of the former airfield at North Creake revealed a spread of materials of various dates. There was a general spread of post-medieval to early modern material, with a slight concentration towards farm buildings at the southern edge of the site. Military debris was also identified. In addition to a thin general spread there were two foci of debris, both apparently associated with crashes. In addition to the metal-detected finds, a small amount of prehistoric flint, with evidence of a slight cluster near the centre of the site, was also recovered.
Project dates	Start: 16-10-2013 End: 30-10-2013
Previous/future work	Yes / Not known
Any associated project reference codes	ENF131407 - HER event no.
Type of project	Field evaluation
Site status	None
Current Land use	Cultivated Land 2 - Operations to a depth less than 0.25m
Monument type	NONE None
Significant Finds	FLINTS Late Prehistoric
Significant Finds	CROTAL BELLS Post Medieval
Significant Finds	METAL DEBRIS Modern
Methods & techniques	"Metal Detectors"
Development type	SOLAR FARM
Prompt	National Planning Policy Framework - NPPF
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	NORFOLK NORTH NORFOLK WALSINGHAM Former North Creake airfield, Egmere Farm
Study area	44.25 Hectares
Site coordinates	TF 900 385 52.9098824048 0.825868517641 52 54 35 N 000 49 33 E Point

Project creators

Name of Organisation	Archaeological Project Services
Project brief originator	None
Project design originator	Gary Taylor
Project director/manager	Gary Taylor
Project supervisor	NEIL JEFFERSON, KEVIN ELFLEET
Type of sponsor/funding body	Developer

Project archives

Physical Archive recipient	FENLAND and WEST NORFOLK AVIATION MUSEUM
Physical Contents	"Ceramics","Metal","Worked stone/lithics","other"
Digital Archive recipient	Norfolk Museums Service
Digital Contents	"Survey"
Digital Media available	"GIS","Images raster / digital photography","Spreadsheets"
Paper Archive recipient	Norfolk Museums Service
Paper Contents	"Ceramics","Metal","Survey","Worked stone/lithics","other"
Paper Media available	"Correspondence","Diary","Map","Miscellaneous Material","Photograph","Plan","Report","Survey "

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	ARCHAEOLOGICAL METAL DETECTING ON LAND AT THE FORMER NORTH CREAKER AIRFIELD, EGMERE, LITTLE WALSINGHAM, NORFOLK (ENF131407)
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