ARCHAEOLOGICAL METAL DETECTING ON LAND OFF MERE ROAD, BRANSTON, LINCOLNSHIRE BRMR15

Work Undertaken For
CgMs

May 2015

Report Compiled by
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Planning Application No: 13/1388/OUT
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ARCHAEOLOGICAL PROJECT SERVICES

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1. SUMMARY

A programme of systematic metal detecting was undertaken on land at Mere Road, Branston, Lincolnshire as part of planning requirements for development at the site.

The site is archaeologically-sensitive. In 1942 a Lancaster bomber crashed at the Site.

The area was examined on transects spaced at 5m separation. The swing of the metal detector extended 1.5m either side from the centre of the transect.

The locations of artefacts were surveyed using differential GPS technology and all metal items were retained. The artefact scatter relating to the crashed aircraft did not appear to extend beyond the defined investigation area.

Evidence of the air-crash was abundant. Numerous fragments of aluminium, mostly fragments of aircraft fuselage, were recovered. Some were contorted and others had been subject to high temperatures. This is suggestive of crash debris. Copper alloy fragments were also recovered and appear also to have been components of the aircraft.

Several .303 bullets were recovered as separate cartridge case fragments and projectile points. This calibre was used in a variety of weapons including the Browning machine guns used in the Avro Lancaster.

Finds other than those relating to the aircraft were also recovered. A small assemblage of artefacts of medieval to post medieval date was recovered, such as parts of a cauldron, a belt fitting and a buckle. These are probably due to casual loss or manuring scatter.

The majority of the other items are of post-medieval to early modern date and include parts of a knife and non military buttons, items not uncommon in surveys of this type.

2. INTRODUCTION

Archaeological Project Services was commissioned by CgMs to undertake a programme of metal detector survey within the area of a proposed residential development on land off Mere Road, Branston, Lincolnshire. The survey was undertaken on 15th May 2015.

2.1 Planning Background

The site is the subject of a planning application (13/1388/OUT) for residential development of up to 198 dwellings, public open space and associated infrastructure and reserved site for a community facility (outline with means of access from B1188 Sleaford Road). Previous research identified a World War 2 aircraft crash site within the proposed development area. An archaeological scheme of works involving metal detecting was required to identify and recover remains from the crash and to establish the extent and accurate location of associated debris. The work was undertaken in accordance with an archaeological specification produced by Archaeological Project Services (APS) and under the terms of a licence (No. 1803) granted by the Ministry of Defence (under the Protection of Military Remains Act 1986).

2.2 Site Location

Branston is located 6km southeast of Lincoln in the North Kesteven district of Lincolnshire (Fig. 1). The Site lies at the south-eastern edge of the village between Sleaford Road, to the east, and Mere Road, on the west, at National Grid Reference TF 0253 6698 (Fig. 2).

2.3 Topography and Geology

The Site lies on the dip slope of the Lincolnshire heath. Soils at the Site are mapped as brashy calcareous fine loamy soils of the Elmton 1 Association developed over Jurassic limestone (Hodge *et al.* 1984, 316). The Site is on fairly flat land at approximately 44m OD on the gentle eastward decline of the dip slope.

2.4 Archaeological Setting

Occasional prehistoric artefacts have been found in the area and Sleaford Road may have Roman origins. There are numerous late post-medieval buildings near to the Site, part of the settlement of Branston, which probably has Saxon origins. At the northern edge of the Site is the documented location of the crash of a Lancaster bomber in 1942 (CgMs 2013). The Avro Lancaster, designation R5489 KM-G of 44 (Rhodesia) Squadron, crashed on 16 August during a training flight as it prepared to land at RAF Waddington.

The aircraft was crewed by Sgt. Ron Easom (Pilot), Sgt. Jack Fletcher (Flight Engineer), Sgt. Dave Pullinger (Bomb Aimer), Sgt. Frank Walshaw (Wireless Operator), Sgt. Tom Black (Mid Upper Gunner), Sgt. Len Berrigan (Rear Gunner) and the Navigator, a Sergeant from the Channel Islands whose name is not recalled.

At 1915 hours a fire occurred in the inner starboard engine. The Pilot instructed the Flight Engineer to press the extinguisher button and feather the prop (altering the pitch of the propellers on a failed engine so that they do not cause unnecessary drag). Mistakenly, he feathered the outer starboard prop, causing the engine to stall and sending the aircraft into a 'yaw', crashing at the edge of the field to the rear of a row of cottages on Sleaford Road known as Mill Row. On impact it broke in two and caught fire (Branston History Group nd).

Sgt. John (Jack) Fletcher and Sgt. David Pullinger lost their lives as a result of the crash. Sgt. Pullinger died on impact and is buried in Newport Cemetery, Lincoln. The other fatality, Sgt. Fletcher, died in Bracebridge Heath Hospital that night and is buried in Stourbridge Roman Catholic Cemetery, Worcestershire (CgMs 2013). The remaining five were rescued by two local men, Dick Taylor and Fred Kirk, assisted by villagers as they arrived at the crash site (Branston History Group nd).

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, in relation to the documented crash site of the Lancaster Bomber.

4. METHODS AND CONDITION

Metal detecting was undertaken within the proposed development site, specifically in the documented area of the crash site. The area comprised approximately 1.1ha of arable land within the 11ha development site.

Transects 5m apart were established by GPS survey across the area and marked by canes. These provided guides for survey, with a 1.5m swing either side of the centre line of the transects.

Vegetation covered almost all of the survey area but crops had been cleared leaving stubble and generally good conditions for the metal detector survey. (Plates 1 - 3).

Metal detected artefacts were collected, numbered and their locations recorded using survey grade differential GPS technology (Fig. 3).

Following the survey, finds were examined and a period date assigned where possible. A list of all finds appears as Appendix 1 and they are discussed in Appendix 2.

5. RESULTS (Appendices 1 and 2, Figs. 3 - 5)

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

undated	
medieval to post-medieval	c1200-1700
post-medieval	1500-1900
early modern	1900 or later

Undated material was abundant with 65 items being recovered. Many of these were in the form of lead and iron fragments, many unidentifiable scraps of metal. The majority appeared to be lead in the form of off-cuts and fragments of lead sheeting. Some copper alloy sheeting was also present. Much of the iron was attributable to broken nails and pins.

A small amount (7 items) of metalwork of medieval to post-medieval date was recovered. These include a foot and part of a rim from a cauldron, a belt fitting, a large stud, a fishing line sinker and a buckle.

The post-medieval assemblage comprises 14 items, including buckles, notably a 17th century double loop shoe buckle.

Post-medieval to modern finds (10 items) included several metal buttons. Mostly of 19th century date, these had no military insignia and were probably casual losses.

Modern material was most abundant within the investigation area. Of the 68 items recovered, 54 appear to be fragments of the crashed Lancaster with a further six bullet parts also potentially relating to the crashed aircraft.

Much of the aircraft fragments were in the form of distorted aluminium, some of which had been affected by high temperatures. Copper alloy from machinery relating to the internal workings of the aircraft was also recovered.

The bullet fragments recovered were incomplete rounds, some being the projectile point, others parts of the cartridge casing.

Other modern metallic finds were mainly iron machinery parts, most likely associated with farm equipment. Copper alloy bases from shotgun cartridges were also recovered.

6. DISCUSSION

Undated material is evenly spread throughout the investigation area. Although much of it may be modern, the fragmentary nature of many of the finds makes them unidentifiable and undateable as objects.

A small quantity of medieval to post-medieval artefacts wasrecovered. The finds were scattered randomly within the investigation area and are not indicative of medieval occupation on or near the Site, rather casual loss or manuring scatter.

The post-medieval and post-medieval to modern finds similarly appear to be randomly scattered. The buttons recovered may also have been casual loss but they may have entered the area on ‘shoddy’, old clothes ploughed into heavy soils to improve soil texture. The distribution of these items appears to be slightly more concentrated toward the west side of the investigation area.

Evidence of the air-crash is abundant. The

artefacts are concentrated in the north corner of the 'dog-leg' in the field boundary within the investigation area (Fig. 5, Plate 2). The majority of the aircraft was removed shortly after the time of the crash but understandably not all of the material was recovered, nor was it deemed necessary. Documentation records this area of the field as being the main crash site and the remaining scatter of artefacts would support this. The majority are aluminium fragments and part of the fuselage with other components from the internal mechanisms of the aircraft also present. The abundance of contorted and heat damaged metal is also in keeping with an aircraft crash site. The component parts of bullets recovered within the investigation area are also most likely to have come from the crashed Lancaster. The .303 bullet was used in a variety of weapons including Lee Enfield rifles and rifle calibre machine guns. As there is no particular reason for these to be present on the Site, it is most likely that they are from the Browning machine guns fitted in the Avro Lancaster.

The artefacts directly relating to the aircraft do not appear to extend beyond the known limits of the crash site.

7. CONCLUSION

A programme of metal detector survey on land off Mere Lane, Branston, Lincolnshire was undertaken to recover and map artefacts on the site of a crashed Avro Lancaster bomber in order to determine the extent of the remaining debris in the immediate area of the crash site.

A small quantity of medieval to post medieval material was recovered. Material from the post-medieval through to modern period was also widely scattered. Much of this can be attributed to manuring of the fields and casual loss.

Remains of the fuselage and internal components of the Avro Lancaster were concentrated in the known vicinity of the crash site. It was recorded that the aircraft caught fire and many recovered artefacts displayed evidence of contortion and high temperatures.

8. ACKNOWLEDGEMENTS

Archaeological Project Services wishes to acknowledge the assistance of CgMs who commissioned this project. Thanks for comments on and identifications of some of the military artefacts are due to Mike Hodgson and colleagues of Thorpe Camp Preservation Trust. This report was edited by Gary Taylor and Denise Drury.

9. PERSONNEL

Project Coordinator: Gary Taylor
Survey: Neil Parker
Site Metal Detecting Team: K Elfleet, V Chapman, P Dean, S Hammond, M Nicholson, F Wiggs, R Wright, V Wright
Finds Processing: Denise Buckley,
Finds Analysis: Gary Taylor
Photographic reproduction: Neil Parker
Illustration: Neil Parker
Analysis: Neil Parker

10. BIBLIOGRAPHY

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CgMs, 2013 *Archaeological Desk-based Assessment Land East of Mere Road and West of Sleaford Road, Branston, Lincolnshire*

Hodge, CAH, Burton, RGO, Corbett, WM, Evans, R and Seale, RS, 1984 *Soils and*

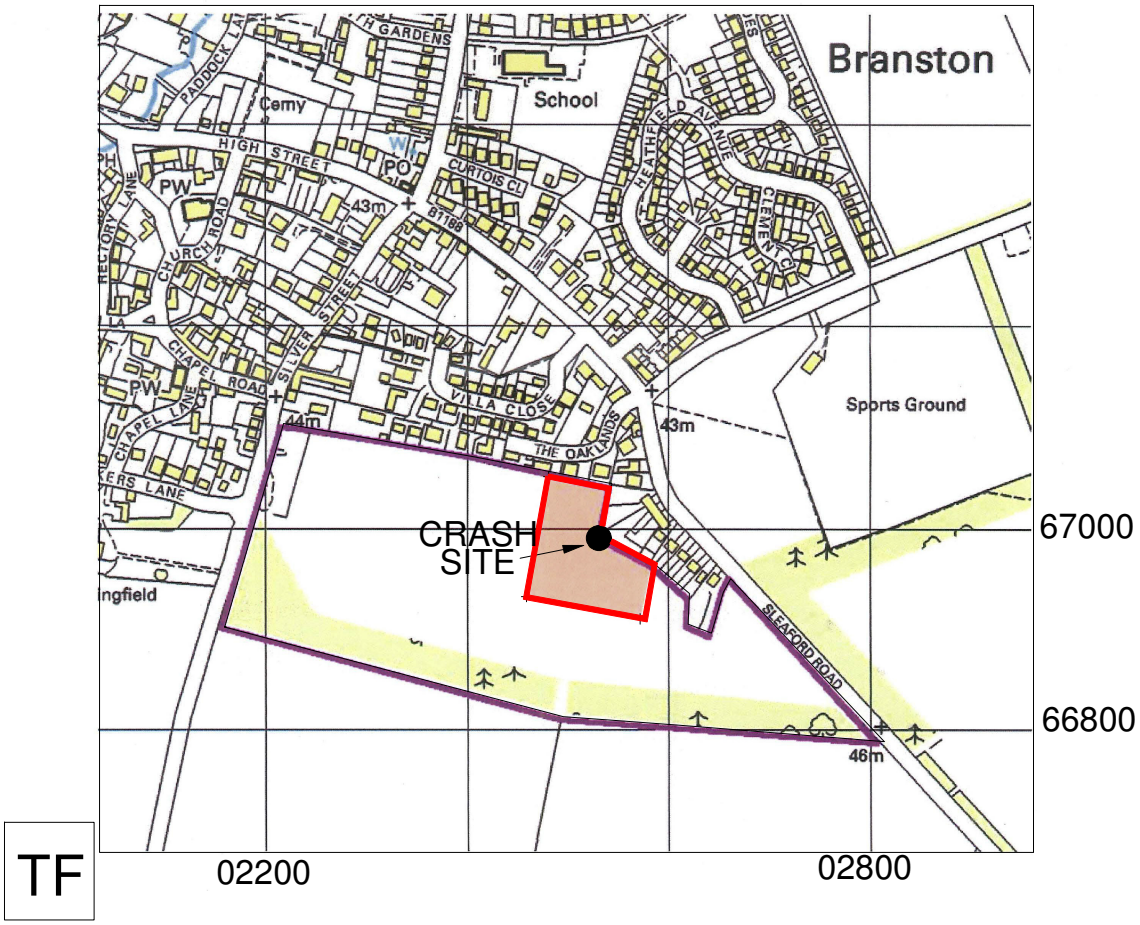
their use in Eastern England, Soil Survey of England and Wales **13**

Lincolnshire County Council, 2012 *Lincolnshire Archaeology Handbook* (rev)

11. ABBREVIATIONS

APS Archaeological Project Services

Figure 1 - General location plan



Investigation area

0 500m

Archaeological Project Services		
Project Name: Branston Mere Road BRMR15		
Scale 1:7500	Drawn by: NP	Report No: 53/15

Figure 2 Site Location Plan

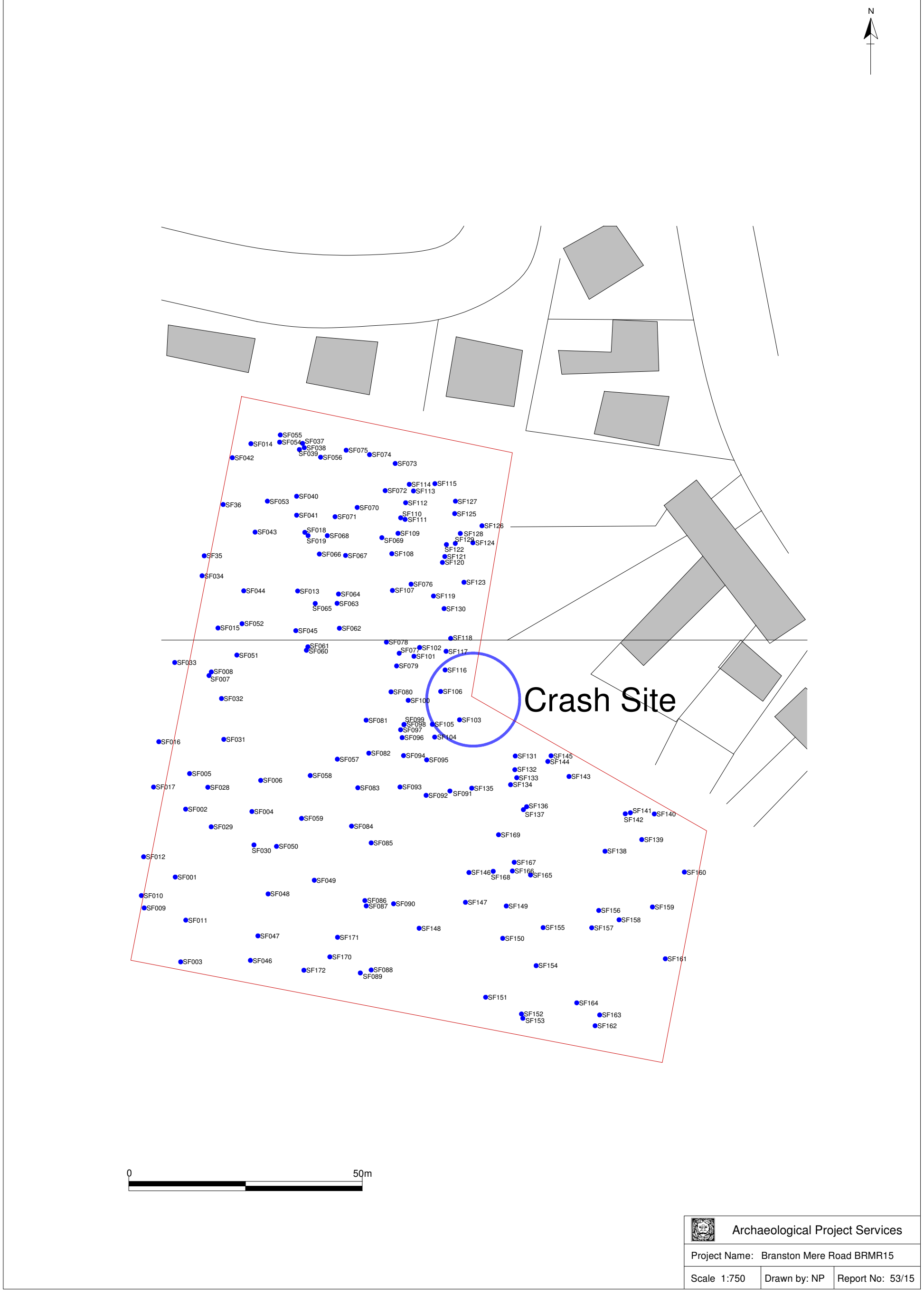


Figure 3 Findspots.

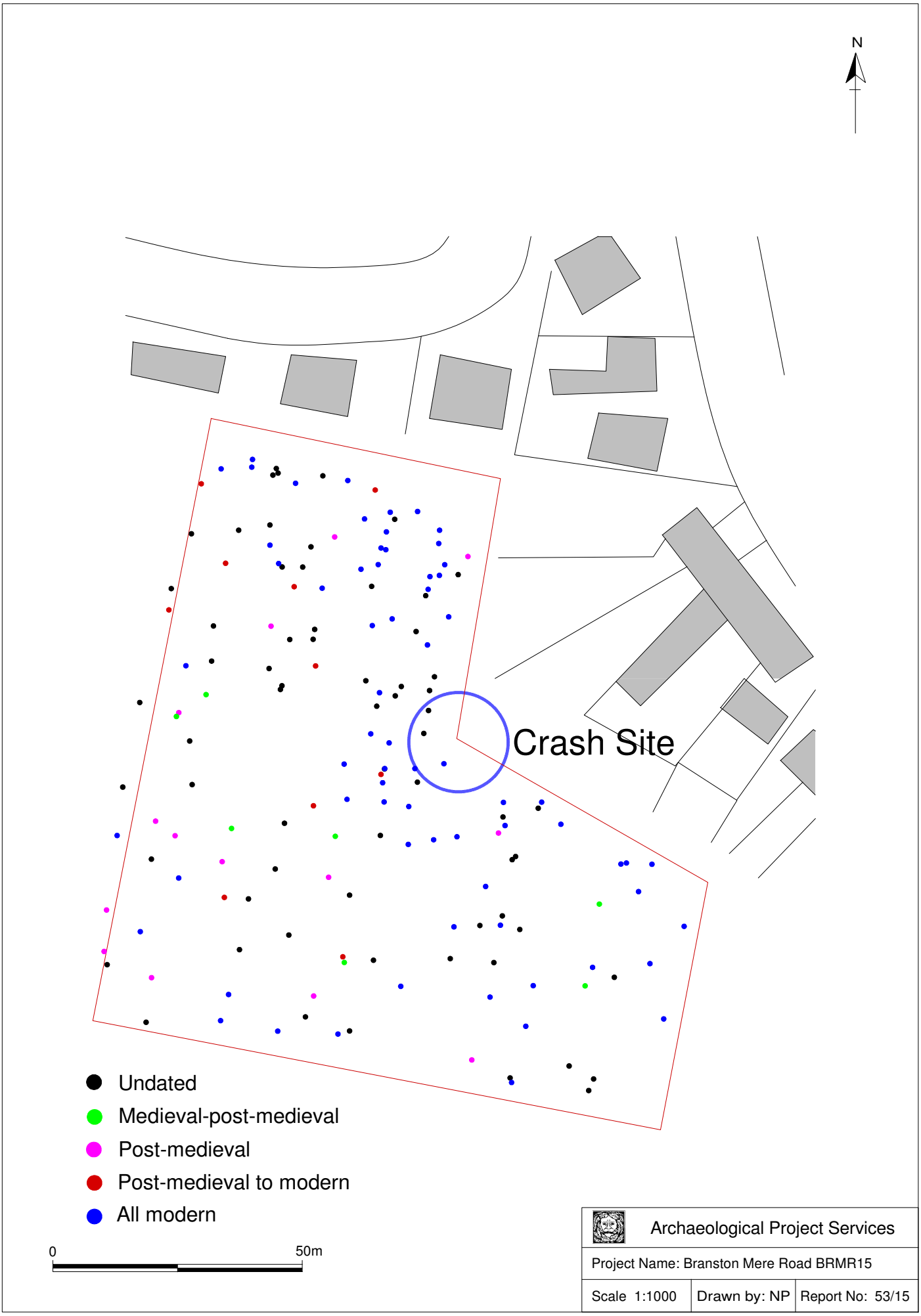


Figure 4. Distribution of undated and medieval-modern finds

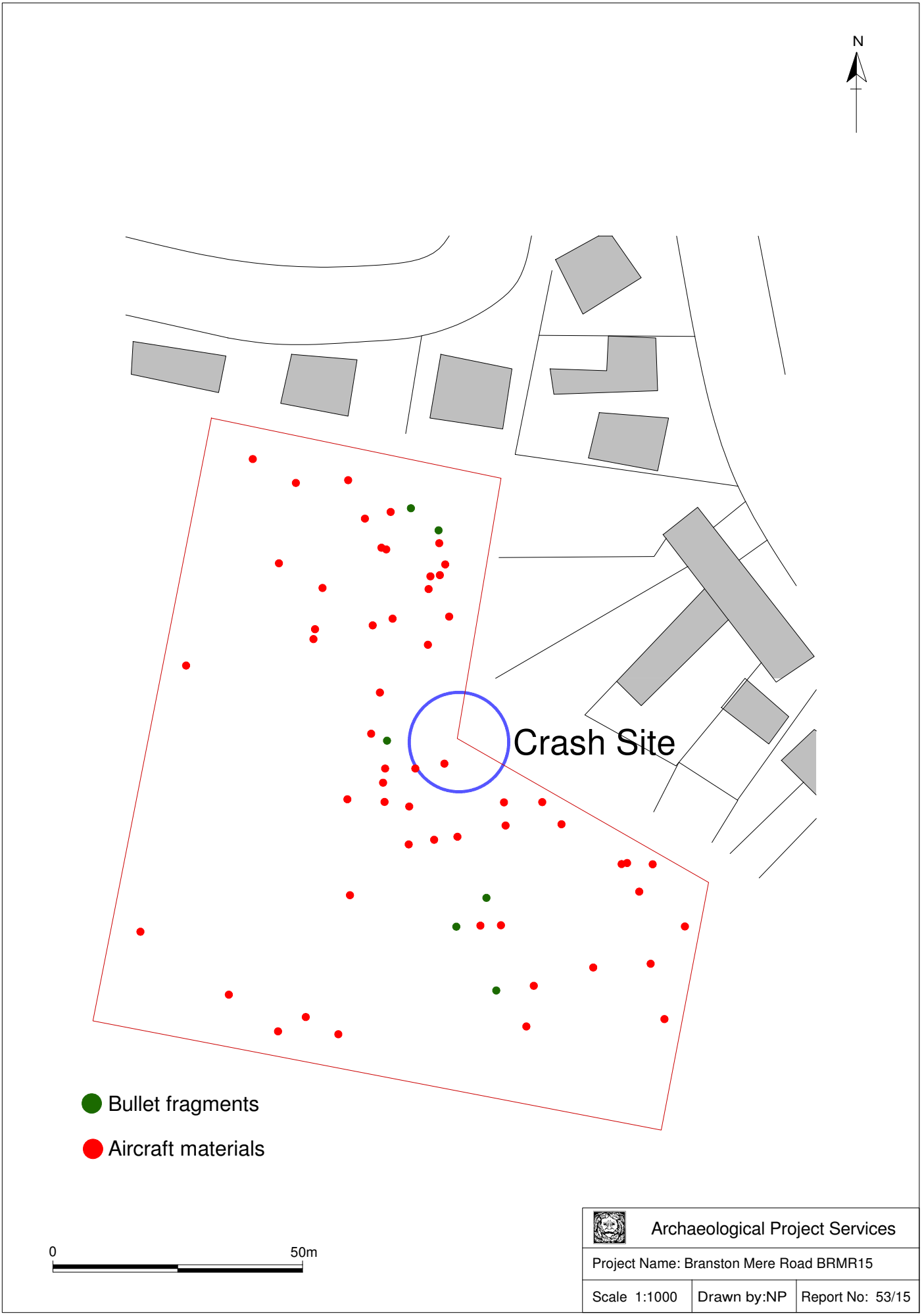


Figure 5 Distribution of aircraft material within the modern finds

The Plates

Plate 1. A view of the entire development site, taken from Mere Road towards Sleaford Road. The investigation area is at the centre left of the picture.

Plate 2
The investigation area covering the main crash site. The majority of finds relating to the crashed aircraft were located near to the hedge in the "dog-leg" section of the field boundary

Plate 3
Aerial view of the investigation area. The crash site is towards the top of the picture. Photograph provided by Kevin Elfleet

Appendix 1, Table 1: Finds List

BRMR 15 Branston Mere Rd. LCNCC: 2015.50.

plot no.	material	object	period	number	bags	comments
001	Aluminium	sheet, rim, large	mod	1	1	
002	Lead	sheet, offcut		1	1	
003	Iron	split pin?		1	1	
004	Copper Alloy	Button	PM	1	1	
005	Copper Alloy	strip, rivet holes	PM	1	1	
006	Iron	Stud, large, cart stud	Med-PM	1	1	
007	Copper Alloy	sheet, rivet	Med-PM	1	1	
008	Copper Alloy	Double loop shoe buckle, 17th century	PM	1	1	
009	Aluminium?	sheet		1	1	
010	Copper Alloy	Disc, possible coin	PM	1	1	
011	Copper Alloy	Button	PM	1	1	
012	Copper Alloy	sheet, offcut	PM	1	1	
013	Copper Alloy	Button	PM	1	1	
014	Lead alloy	toy gun	mod	1	1	
015	Aluminium	sheet, heat affected	mod	1	1	aircraft fragment
016	Iron	chisel? Wedge		1	1	
017	Lead	bullet? Fired/impacted	mod	1	1	
018	Aluminium	sheet	mod	1	1	aircraft fragment
019	Lead?	sheet		1	1	
028	Iron	knife with bolster and whittle tang	PM	1	1	
029	Copper Alloy	Coin, penny 1914	mod	1	1	
030	Iron	washer	PM-mod	1	1	
031	Lead	melt		1	1	
033	Lead	folded sheet		1	1	
034	Iron	Bar, large	PM-mod	1	1	
035	Lead	sheet		1	1	
036	Lead?	melt		1	1	
037	Lead	sheet		1	1	
038	Copper Alloy	Button / stud		1	1	
039	Lead	offcut		1	1	
040	Lead	melt		1	1	
041	Aluminium	twisted thin strip	mod	1	1	
042	Iron	machinery part	PM-mod	1	1	
043	Iron	plough shoe, large	PM-mod	1	1	
044	Lead?	melt?		1	1	
045	Iron	strip		1	1	
046	Copper Alloy	bell-shaped fitting	mod	1	1	
047	Copper Alloy	support mounting	mod	1	1	aircraft fragment
048	Lead?	melt		1	1	
049	Iron	lozenge-shaped plate with rivet holes		1	1	
050	lead	folded sheet		1	1	
051	Copper Alloy	belt fitting, thin sheet strip with rivet holes	Med-PM	1	1	
052	Copper Alloy	Strip		1	1	
053	lead & iron	lead melt and thin iron handle		2	1	
054	Iron	flanged pipe, machinery part	mod	1	1	
055	Aluminium	support strut	mod	1	1	aircraft fragment
056	Aluminium	sheet	mod	1	1	aircraft fragment
057	Iron	large sheet with rectangular hole at 1 edge, machinery part?	PM-mod	1	1	
058	lead?	thick sheet		1	1	
059	Copper Alloy	sheet		1	1	
060	Lead	offcut		1	1	
061	Lead	melt/offcut		1	1	
062	Copper Alloy	Button	PM-mod	1	1	
063	aluminium	sheet, rivet hole		1	1	aircraft fragment

064	Aluminium	sheet		1	1	aircraft fragment
065	Lead	melt?		1	1	
066	Copper alloy?	Button	PM-mod	1	1	
067	Copper Alloy	threaded flanged ring	mod	1	1	aircraft fragment
068	Lead	lump, offcut		1	1	
069	Copper Alloy	Coin, 2p piece	mod	1	1	
070	Iron	Buckle	PM	1	1	
071	Lead	melt		1	1	
072	Aluminium?	sheet, possible squashed tube	mod	1	1	aircraft fragment
073	Aluminium?	rectangular strip with rivet hole	PM-mod	1	1	
074	Aluminium	sheet	mod	1	1	aircraft fragment
075	Lead	rivet		1	1	
076	Aluminium	sheet, torn, heat affected	mod	1	1	aircraft fragment
077	Aluminium	melt	mod	1	1	aircraft fragment
078	Lead	lump, offcut		1	1	
079	Copper Alloy	sheet		1	1	
080	Aluminium	tube	mod	1	1	aircraft fragment
081	Aluminium?	sheet	mod	1	1	
082	Aluminium	sheet	mod	1	1	aircraft fragment
083	Lead	line sinker, rolled strip	Med-PM	1	1	
084	Iron	Washer	PM	1	1	
085	Aluminium	machinery fitting, probable engine mount		1	1	aircraft fragment
086	Copper Alloy	sheet with oval cut-outs and rivet hole	PM-mod	1	1	
087	Iron	D-shaped buckle	Med-PM	1	1	
088	Lead	strip with nail holes		1	1	
089	Copper Alloy	machinery part, sheet with rivets	mod	1	1	aircraft fragment
090	Lead	rivet		1	1	
091	Aluminium	melt	mod	1	1	aircraft fragment
092	Aluminium	sheet	mod	1	1	aircraft fragment
093	Iron	nail		1	1	
094	Aluminium	sheet, torn	mod	1	1	aircraft fragment
095	aluminium	wire cladding?	mod	1	1	aircraft fragment
096	Aluminium	sheet, heat affected	mod	2	1	aircraft fragment
097	Copper Alloy	Button	PM-mod	1	1	
098	Lead	melt		1	1	
099	Aluminium	sheet, torn	mod	1	1	aircraft fragment
100	Copper Alloy	Bullet, .303 projectile	mod	1	1	military
101	iron?	Tack / pin		1	1	
102	Copper Alloy	Rolled-up strip		1	1	
103	Aluminium	sheet, melted, burnt	mod	6	1	aircraft fragment
104	Lead	melt		1	1	
105	Aluminium	machinery part	mod	1	1	aircraft fragment
106	Lead	thick sheet, probable battery fragment		1	1	
107	Aluminium	sheet, corrugated	mod	1	1	aircraft fragment
108	Copper Alloy	strip		1	1	
109	Steel	folded sheet clamping 2nd sheet	mod	1	1	
110	Aluminium	sheet with rivet holes	mod	1	1	aircraft fragment
111	Aluminium and iron	fitting with iron screw, probable engine mount	mod	1	1	aircraft fragment
112	Copper Alloy	Washer	mod	1	1	
113	lead	melt		1	1	
114	Aluminium	sheet, heat affected	mod	1	1	aircraft fragment
115	Copper Alloy	Bullet, .303 projectile	mod	1	1	military
116	lead?	melt		1	1	
118	Lead	casting?		1	1	
119	Copper Alloy	melt		1	1	
120	Iron	thick rectangular sheet		1	1	
121	Aluminium and iron	piston? large	mod	1	1	aircraft fragment
122	Aluminium	sheet with holes	mod	1	1	aircraft fragment
123	Aluminium	sheet, heat affected	mod	1	1	aircraft fragment

124	Lead	melt		1	1	
125	Aluminium	melt	mod	1	1	aircraft fragment
126	copper Alloy?	Button	PM	1	1	
127	Copper Alloy	Bullet, 303 cartridge case	mod	1	1	military
128	Aluminium and copper alloy	sheet and block aluminium, heat affected; .303 bullet projectile	mod	3	1	aircraft fragment
129	Aluminium	sheet, flanged, riveted; airframe	mod	1	1	aircraft fragment
130	Aluminium	melt	mod	1	1	aircraft fragment
131	Aluminium	support strut, L-shaped bar, large	mod	1	1	aircraft fragment
132	Lead	rod		1	1	
133	Copper Alloy	Tube, probable fuel pipe	mod	1	1	aircraft fragment
134	copper alloy	Button	PM	1	1	
135	Aluminium	Sheet, curved, L-profile, rivets in 1 side - cowling?, large	mod	1	1	aircraft fragment
136	lead?	melt		1	1	
137	Lead?	sheet, heat affected		1	1	
138	Copper alloy	cauldron foot	Med-PM	1	1	
139	Aluminium	sheet, heat affected	mod	1	1	aircraft fragment
140	Aluminium?	sheet, heat affected	mod	1	1	aircraft fragment
141	Iron	circular object	mod	1	1	aircraft fragment
142	Aluminium	sheet	mod	1	1	aircraft fragment
143	Aluminium	sheet, heat affected	mod	1	1	aircraft fragment
144	Lead?	sheet		1	1	
145	Aluminium	melt	mod	1	1	aircraft fragment
146	Copper alloy	Bullet, .303 cartridge case	mod	1	1	military
147	Lead	patch, sheet with nail hole		1	1	
148	Copper alloy	shotgun cartridge case base	mod	1	1	
149	Copper alloy	cast sheet with rivet hole		1	1	
150	Copper alloy	Bullet, .303 projectile	mod	1	1	military
151	Copper alloy	Button	PM	1	1	
152	Lead	folded sheet		1	1	
153	Iron? Chromed	sheet, stamped HAL	mod	1	1	
154	Copper alloy	Sheet, numerous rivet holes, perhaps from radio or other instrument	mod	1	1	aircraft fragment
155	Aluminium	sheet, heat affected, large	mod	1	1	aircraft fragment
156	Aluminium	sheet	mod	1	1	aircraft fragment
157	Copper alloy	cauldron rim	Med-PM	1	1	
158	Lead	sheet		1	1	
159	Aluminium	sheet	mod	1	1	aircraft fragment
160	Copper Alloy	ferrule/grommet	mod	1	1	aircraft fragment
161	Aluminium and iron	machinery part, probably part of engine	mod	1	1	aircraft fragment
162	Copper Alloy	Strip		1	1	
163	Lead?	sheet		1	1	
164	Lead?	sheet		1	1	
165	lead?	strip		1	1	
166	Aluminium	sheet	mod	1	1	aircraft fragment
167	Lead	peg?		1	1	
168	Aluminium	sheet		1	1	aircraft fragment
169	Copper Alloy	Bullet, .303 cartridge case	mod	1	1	military
170	Aluminium	sheet		1	1	aircraft fragment
171	Copper Alloy	Curtain ring	PM	1	1	
172	Aluminium	Sheet, large	mod	1	1	aircraft fragment

Appendix 1, Table 2: Finds location details

Find no.	Easting	Northing	Ht (OD)	Period	Comments	Period	Date range
SF001	366948.3	502468	43.753	mod			
SF002	366962.9	502470.2	43.701			Med-PM	12th-16th century
SF003	366930.1	502469.2	43.814			PM	16th-19th century
SF004	366962.4	502484.4	43.928	PM		PM-Mod	19th-20th century
SF005	366970.5	502471.1	43.678	PM		Mod	20th-21st century
SF006	366969	502486.3	43.89	Med-PM			
SF007	366991.5	502475.2	43.722	Med-PM			
SF008	366992.3	502475.7	43.718	PM			
SF009	366941.7	502461.3	43.698				
SF010	366944.3	502460.7	43.696	PM			
SF011	366939.1	502470.3	43.86	PM			
SF012	366952.7	502461.2	43.642	PM			
SF013	367009.6	502494.2	43.72	PM			
SF014	367041.2	502484.2	43.231	mod			
SF015	367001.7	502477.2	43.561	mod	aircraft fragment		
SF016	366977.3	502464.5	43.639				
SF017	366967.6	502463.4	43.58	mod			
SF018	367022.2	502495.8	43.509	mod	aircraft fragment		
SF019	367021.5	502496.5	43.549				
SF028	366967.6	502475	43.668	PM			
SF029	366959.1	502475.7	43.715	mod			
SF030	366955.2	502484.9	44.005	PM-mod			
SF031	366977.8	502478.4	43.728				
SF032	366986.6	502477.9	43.755				
SF033	366994.3	502467.9	43.627				
SF034	367012.9	502473.7	43.512	PM-mod			
SF035	367017.1	502474.2	43.429				
SF036	367028.1	502478.3	43.343				
SF037	367041.2	502495.3	43.391				
SF038	367040.3	502495.6	43.343				
SF039	367039.9	502494.6	43.322				
SF040	367029.9	502494	43.444				
SF041	367025.8	502494	43.477	mod			
SF042	367038.2	502480.2	43.275	PM-mod			
SF043	367022.2	502485.1	43.51	PM-mod			
SF044	367009.6	502482.7	43.585				
SF045	367001.1	502493.8	43.689				
SF046	366930.4	502484.1	44.174	mod			
SF047	366935.7	502485.7	44.159	mod	aircraft fragment		
SF048	366944.7	502487.9	44.138				
SF049	366947.6	502497.8	44.226				
SF050	366954.9	502489.7	44.083				
SF051	366995.9	502481.2	43.657	Med-PM			
SF052	367002.6	502482.3	43.676				
SF053	367028.9	502487.7	43.345				
SF054	367041.5	502490.4	43.331	mod			
SF055	367043.1	502490.5	43.338	mod	aircraft fragment		
SF056	367038.3	502499.1	43.329	mod	aircraft fragment		
SF057	366973.6	502502.7	43.978	PM-mod			
SF058	366970.1	502496.9	44.043				
SF059	366960.9	502495.1	44.087				
SF060	366996.9	502496.1	43.769				
SF061	366997.6	502496.4	43.757				
SF062	367001.6	502503.2	43.842	PM-mod			
SF063	367007	502502.7	43.817		aircraft fragment		
SF064	367009	502503	43.784		aircraft fragment		
SF065	367006.9	502498	43.752				
SF066	367017.5	502498.9	43.65	PM-mod			
SF067	367017.2	502504.5	43.725	mod	aircraft fragment		
SF068	367021.5	502500.6	43.598				
SF069	367021	502512.3	43.713	mod			

SF070	367027.5	502507	43.552	PM	
SF071	367025.5	502502.2	43.57		
SF072	367031.1	502513	43.571	mod	aircraft fragment
SF073	367036.9	502515.1	43.552	PM-mod	
SF074	367038.8	502509.6	43.508	mod	aircraft fragment
SF075	367039.8	502504.6	43.472		
SF076	367011.1	502518.5	43.801	mod	aircraft fragment
SF077	366996.3	502516	43.88	mod	aircraft fragment
SF078	366998.7	502513.2	43.848		
SF079	366993.5	502515.4	43.903		
SF080	366988	502514.2	43.886	mod	aircraft fragment
SF081	366981.9	502508.9	43.976	mod	
SF082	366974.9	502509.5	44.087	mod	aircraft fragment
SF083	366967.4	502507.1	44.068	Med-PM	
SF084	366959.2	502505.8	44.058	PM	
SF085	366955.6	502510	44.172		aircraft fragment
SF086	366943.3	502508.6	44.374	PM-mod	
SF087	366942.1	502508.9	44.284	Med-PM	
SF088	366928.4	502510	44.475		
SF089	366927.8	502507.7	44.511	mod	aircraft fragment
SF090	366942.6	502514.8	44.373		
SF091	366966.7	502526.8	44.31	mod	aircraft fragment
SF092	366965.8	502521.8	44.262	mod	aircraft fragment
SF093	366967.6	502516.2	44.16		
SF094	366974.3	502516.9	44.103	mod	aircraft fragment
SF095	366973.4	502521.9	44.158	mod	aircraft fragment
SF096	366978.2	502516.6	44.005	mod	aircraft fragment
SF097	366979.9	502516.3	44.045	PM-mod	
SF098	366981	502517	44.104		
SF099	366981	502517	44.118	mod	aircraft fragment
SF100	366986.2	502517.9	44.006	mod	military
SF101	366995.6	502519.1	43.937		
SF102	366997.5	502520.4	43.869		
SF103	366982	502528.9	44.113	mod	aircraft fragment
SF104	366978.3	502523.6	44.144		
SF105	366981	502523.1	44.166	mod	aircraft fragment
SF106	366988.1	502524.9	44.191		
SF107	367009.7	502514.5	43.77	mod	aircraft fragment
SF108	367017.6	502514.4	43.744		
SF109	367022	502515.7	43.668	mod	
SF110	367025.3	502516.3	43.643	mod	aircraft fragment
SF111	367025	502517.3	43.556	mod	aircraft fragment
SF112	367028.5	502517.4	43.626	mod	
SF113	367031	502519	43.56		
SF114	367032.5	502518.1	43.541	mod	aircraft fragment
SF115	367032.6	502523.6	43.623	mod	military
SF116	366992.7	502525.8	44.093		
SF117	366996.7	502526	43.952		
SF118	366999.4	502527	43.93		
SF119	367008.5	502523.3	43.832		
SF120	367015.7	502525.3	43.745		
SF121	367017	502525.7	43.787	mod	aircraft fragment
SF122	367019.6	502526.1	43.746	mod	aircraft fragment
SF123	367011.5	502529.9	43.763	mod	aircraft fragment
SF124	367019.9	502531.8	43.765		
SF125	367026.2	502527.9	43.682	mod	aircraft fragment
SF126	367023.6	502533.7	43.746	PM	
SF127	367028.9	502528	43.713	mod	military
SF128	367021.9	502529.1	43.725	mod	aircraft fragment
SF129	367019.8	502528	43.752	mod	aircraft fragment
SF130	367005.8	502525.6	43.858	mod	aircraft fragment
SF131	366974.2	502540.9	44.264	mod	aircraft fragment
SF132	366971.3	502540.8	44.318		
SF133	366969.6	502541.2	44.253	mod	aircraft fragment

SF134	366968.1	502539.8	44.316	PM	
SF135	366967.4	502531.5	44.348	mod	aircraft fragment
SF136	366963.4	502543.3	44.404		
SF137	366962.7	502542.6	44.382		
SF138	366953.8	502560.1	44.659	Med-PM	
SF139	366956.3	502568	44.665	mod	aircraft fragment
SF140	366961.8	502570.6	44.739	mod	aircraft fragment
SF141	366962.1	502565.5	44.681	mod	aircraft fragment
SF142	366961.9	502564.4	44.568	mod	aircraft fragment
SF143	366969.9	502552.4	44.46	mod	aircraft fragment
SF144	366973.1	502547.8	44.443		
SF145	366974.3	502548.5	44.414	mod	aircraft fragment
SF146	366949.3	502530.9	44.451	mod	military
SF147	366942.9	502530.2	44.532		
SF148	366937.3	502520.2	44.568	mod	
SF149	366942.1	502538.9	44.6		
SF150	366935.2	502538.2	44.617	mod	military
SF151	366922.6	502534.5	44.694	PM	
SF152	366919	502542.2	44.724		
SF153	366918	502542.5	44.77	mod	
SF154	366929.3	502545.3	44.687	mod	aircraft fragment
SF155	366937.5	502546.8	44.661	mod	aircraft fragment
SF156	366941.1	502558.7	44.707	mod	aircraft fragment
SF157	366937.4	502557.2	44.763	Med-PM	
SF158	366939.1	502563.1	44.78		
SF159	366941.9	502570.2	44.739	mod	aircraft fragment
SF160	366949.4	502577.1	44.751	mod	aircraft fragment
SF161	366930.8	502573	44.878	mod	aircraft fragment
SF162	366916.4	502558	44.892		
SF163	366918.8	502558.9	44.901		
SF164	366921.4	502554	44.789		
SF165	366948.7	502544.1	44.581		
SF166	366949.6	502540.2	44.481	mod	aircraft fragment
SF167	366951.5	502540.6	44.485		
SF168	366949.5	502536.1	44.412		aircraft fragment
SF169	366957.4	502537.3	44.364	mod	military
SF170	366931.2	502501.1	44.348		aircraft fragment
SF171	366935.4	502502.8	44.288	PM	
SF172	366928.3	502495.6	44.272	mod	aircraft fragment

Appendix 2

THE FINDS
By Gary Taylor

Introduction
The finds were examined in accordance with the requirements of the Lincolnshire Archaeological Handbook (2012). Details of the finds are given in Appendix 1, Table 1, with locational data in Table 2.

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

Results
The finds are of metal with many of them being early modern.

There are a few items of medieval to post-medieval date. These include a foot (Find No. 138) and a rim (No. 157) from a cauldron, a belt fitting (51), a line sinker (83), a buckle (87), and a large stud (6). They are probably all casual losses or components of manuring scatter.

A few other buckles, though of post-medieval date, were also retrieved and include a double-loop shoe buckle of the 17th century (Margeson 1993, 28-30). Other post-medieval items include part of a knife and metal buttons, which are not uncommon. These latter items are probably mostly 19th century and none have military insignia. 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.

Evidence of the aircraft crash is more abundant. There are several 303 bullets, represented by projectile points and separate cartridge cases, with none being complete. Such 303 calibre bullets were used in a variety of weapons, including Lee Enfield rifles and rifle calibre machine guns such as the Browning machine gun used in the Lancaster bomber.

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. Some other pieces are probably from engines, possibly mounts or associated with crank shafts. There are also pieces of copper alloy, some again distorted or fragmented, that appear to be from engines, radios or aircraft controls or other instruments. This military material, aircraft debris and bullets, exhibits a distinct concentration towards the northern corner of the field, probably signifying the position of the crash site.

Potential
The 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 parts of the plane they derive from.

Acknowledgement
The writer would like to thank Mike Hodgson and colleagues of Thorpe Camp Visitor Centre for comments on some of the artefacts recovered.

REFERENCES
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http://www.lincolnshire.gov.uk/residents/environment-and- planning/conservation/archaeology/lincolnshire -archaeological-handbook

Margeson, S, 1993 *Norwich Households: The Medieval and Post-Medieval Finds from Norwich Survey Excavations 1971-1978* East Anglian Archaeology, Report No. **58**

Appendix 3

GLOSSARY

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 20th-21st centuries.
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.
Saxon	Pertaining to the period dating from AD 410-1066 when England was largely settled by tribes from northern Germany, Denmark and adjacent areas.

Appendix 4

THE ARCHIVE

The archive consists of:

1	Photographic Record Sheet
1	Diary/notes of survey
1	Box of Finds

All primary records are currently kept at:

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

The ultimate destination of the project archive is:

The Collection
Art and Archaeology in Lincolnshire
Danes Terrace
Lincoln
LN2 1LP

Accession Number:	LCNCC: 2015.50
Archaeological Project Services Site Code:	BRMR15
OASIS Identification Number:	archaeol1-213312

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.

OASIS DATA COLLECTION FORM: England

Printable version

OASIS ID: archaeol1-213312

Project details

Project name	Archaeological Metal Detecting on Land off Mere Road, Branston, Lincolnshire
Short description of the project	Metal detector survey on land where in 1942 an Avro Lancaster crashed during a training flight. Material not related to the crash was recovered and appeared to represent a manuring scatter and the remains of broken farm machinery. Abundant remains relating to the crashed aircraft were recovered from the north corner of the field and did not appear to extend beyond the investigation area. Several bullet fragments, probably relating to the air-crash were also recovered.
Project dates	Start: 15-05-2015 End: 15-05-2015
Previous/future work	No / Not known
Any associated project reference codes	BRMR15 - Sitecode
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	AIRCRAFT FUSELAGE Modern
Methods & techniques	"Metal Detectors"
Development type	Rural residential
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	LINCOLNSHIRE NORTH KESTEVEN BRANSTON AND MERE Mere Road, Branston
Postcode	LN4 1FE
Study area	1.1 Hectares

Site coordinates	TF 0253 6698 53.1897210404 -0.465283264554 53 11 23 N 000 27 55 W Point
Height OD / Depth	Min: 44m Max: 44m

Project creators

Name of Organisation	Archaeological Project Services
Project brief originator	CgMs Consulting
Project design originator	Gary Taylor
Project director/manager	Gary Taylor
Project supervisor	Neil Parker
Type of sponsor/funding body	Developer

Project archives

Physical Archive recipient	The Collection
Physical Contents	"Metal"
Digital Archive Exists?	No
Paper Archive recipient	The Collection
Paper Contents	"Metal"
Paper Media available	"Diary","Report","Survey "

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Archaeological Metal Detecting on Land off Mere Road, Branston, Lincolnshire
Author(s)/Editor(s)	Parker, N.
Other bibliographic details	53/15
Date	2015
Issuer or publisher	Archaeological Project Services
Place of issue or publication	The Old School, Cameron Street, Heckington, Lincolnshire NG34 9RP
Description	A4 combound report

Entered by	Neil Parker (info@apsarchaeology.co.uk)
Entered on	8 June 2015

OASIS:

Please e-mail Historic England for OASIS help and advice