

ORDNANCE SURVEY

1:50 000 (LANDRANGER) SHEET 128 - DERBY & BURTON UPON TRENT

SHEET HISTORY

AIRFIELDS

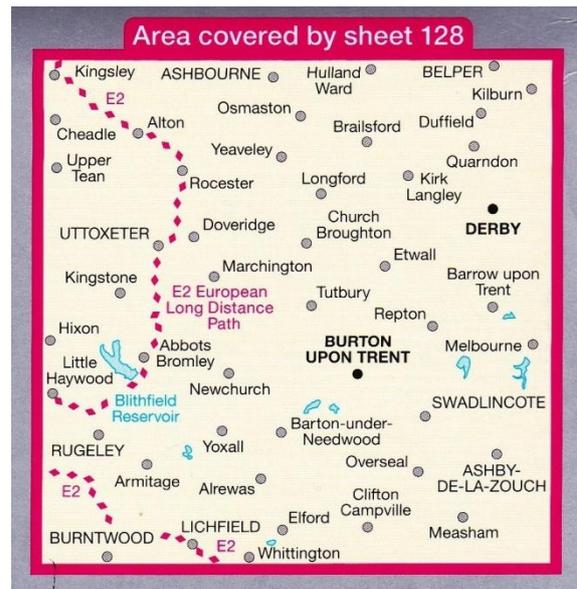
First Series edition A, published March 1974.

Six airfields were depicted on the 1:63 360 (One-inch) Seventh Series maps used to compile 1:50 000 sheet 128. They all had Second World War origins, except Burnaston, whose beginnings lay in pre-war civil aviation. The other wartime airfields had ceased to be of military use¹ by the time of the publication of First Series edition A, and most by then had developed some civil flying use.

The post-war One-inch New Popular Edition sheet 120 was based on revision of 1913-46, and depicted no airfields, in accordance with OS policy at the time. Even Burnaston, home of Derby Airways (later British Midland Airways), which reopened for business in 1946 was not shown. By comparison, the One-inch Seventh Series sheet 120 'A' edition, published in 1953, depicted Fradley (officially RAF Lichfield), Tatenhill, Darley Moor, Ashbourne, and Church Broughton aerodromes with the label "Airfield", but no details inside the perimeters shown². Burnaston was shown in detail as "Derby Airport".

The 'B' edition of 1962 showed details of runways, other tracks and buildings at the former RAF airfields of Fradley, Tatenhill, Darley Moor, Ashbourne, and Church Broughton, all described as disused except Tatenhill. This site was in use at the time by Allied Breweries to stable their executive aircraft. Darley Moor by then had become a popular venue for motorcycle racing, as it is today. The other airfields were often used by glider clubs and occasionally visited by other light aircraft.

The new 1:50 000 First Series map was photographically enlarged from the final One-inch edition with little revision being made prior to publication apart from recent road development. However, some minor revision and re-labelling can be found.



Changes from the 1:63 360 map:

140120 [area] (Fradley): "Airfield (disused)" deleted. Extensive redrawing carried out, with buildings and dispersal tracks deleted to west and south of airfield.

[Seventh Series sheet 120. Not altered on 120 B/*/*]

150240 [area] (Tatenhill): "Airfield" retained, but some redrawing of runways.

[Seventh Series sheet 120. Not altered on 120 B/*/*]

¹ Although Church Broughton was used by Rolls Royce until the 1960s for jet engine research.

² See Oliver, Richard, 2013 *Ordnance Survey Maps: a concise guide for historians*, third edition, Charles Close Society, 82: comments on detail omitted from small-scale maps.

170420 [area] (Darley Moor): “Airfield (disused)” deleted. Some redrawing carried out plus unclassified road crossing site infilled yellow (169418-176417).
[Seventh Series sheet 120. Not altered on 120 B/*/*]

190450 [area] (Ashbourne): “Airfield (disused)” deleted. Some redrawing and buildings deleted.
[Seventh Series sheets 111 and 120. Not altered on 120 B/*/*]

200320 [area] (Church Broughton): “Airfield (disused)” deleted.
[Seventh Series sheet 120. Not altered on 120 B/*/*]

290300 [area] (Burnaston / Derby Airport): Unchanged. “Airfield (disused)” retained.
[Seventh Series sheet 121. Named “Derby Airport” on sheet 120. Not altered on 120 B/*/*]

Second Series edition A, published December 1977.

The whole sheet was redrawn for the Second Series, and the opportunity taken to rationalise detail depicted and generally tidy up map.

140120 [area] (Fradley): Detail greatly simplified in redrawing. Runways drawn in the ‘narrow’ style³.

150240 [area] (Tatenhill): redrawing had emphasised the two runways in use. The third runway is not drawn although extant.

170420 [centre] (Darley Moor): most runways deleted. This allowed addition of the motorcycle racing track⁴ detail.

197457 (Ashbourne): “Airfield (disused)” added. Redrawing for new series enabled detail of developing Industrial Estate on south edge of the airfield to be depicted.

200320 [area] (Church Broughton): “Gliding Club” added. Redrawing for new series resulted in runways shown ‘narrow’ style (see Fradley).

291304 (Burnaston): “Airfield (disused)” deleted. Site was used by Derby Aero Club.

Only Tatenhill and Burnaston were active airfields at this time, although the others have evidence of use, including gliding at Ashbourne and Church Broughton.

Second Series edition B, published November 1991.

140136 (Fradley): Area of woodland redrawn (site of the wartime bomb store). Area was cleared and tidied up (made safe?) in the 1980s.

152303 (Marchington): “Gliding club” added at site of World War II US Army base.

159238 (Tatenhill): Runway partially redrawn to reflect contemporary use.

193452 (Ashbourne): Industrial estate spread further over airfield.

³ This may have been to indicate graphically the runway’s disused status. The runways in use at Tatenhill were shown in ‘broad’ style.

⁴ The runways survived intact ‘below’ the racing circuit.

201525 (Church Broughton): "Gliding club" deleted. Two runways removed (correctly) in redrawing. Broiler huts at north end of remaining runway added.

Second Series edition B1, published May 1996.

260291 (Egginton): "Derby Airfield" added, with buildings. Adjacent lake/gravel pit amended at 255292.

291304 (Burnaston): Site of airfield replaced by Toyota car assembly plant.

Second Series edition C, published July 1997.

148118 (Fradley): Extensive commercial development of site begun.

169414 (Darley Moor): Part of perimeter track drawn back in (farm track).

193452 (Ashbourne): Industrial estate extended further over airfield.

205323 (Church Broughton): Commercial development of site begun.

Second Series edition D, published August 2001.

127217 (Cross Hayes): Detail of new Gliding Club added but not labelled.

152125 (Fradley): Further commercial development added and section of main runway deleted.

152304 (Marchington): "Gliding Club" deleted. Club had relocated temporarily to Tatenhill airfield.

169414 (Darley Moor): More of perimeter track drawn back in (farm track).

171131 (Roddige): Microlight "Landing Strip" and layout added.

198457 (Ashbourne): "Airfield Disused" deleted.

205323 (Church Broughton): More commercial development added.

Second Series edition D2, published October 2004.

152125 (Fradley): Further commercial development added and more sections of runways deleted or redrawn.

205323 (Church Broughton): Further commercial development added.

Second Series edition D2/, published May 2008

No changes.

Second Series edition D3, published April 2009

147125 (Fradley): Further commercial development added. Roundabout added at south-west corner of site (140128).

158247 (Tatenhill): Area of commercial development added.

1759424 (Darley Moor): site labelled “Motor Cycle Race Track” [four words].

200323 (Church Broughton): area of commercial development added.

Second Series edition D3/, published March 2012

No changes.

Second Series edition 'Feb 16', published February 2016

150240 [area] (Tatenhill): National Forest Way added along southern limit of site.

190450 [area] (Ashbourne): further commercial development added.

Discussion.

The changing land use detailed above reveals the extent of abandonment and redevelopment of airfields featured on 1:50 000 (Landranger) sheet 128 over the past forty years.

Tatenhill, a wartime aerodrome, remains an active civil airfield, and a new grass surface airfield was established at Egginton to replace the former Derby Airport, itself now the site of a large car assembly plant. Microlight enthusiasts who previously flew from Fradley aerodrome now use the landing strip at Roddige, and the gliding club originally located at the disused Marchington army base now have a home at Cross Hayes near Hoar Cross.

Darley Moor continues to be a popular motorcycle racing venue, with the southern part of the airfield used for paragliding, construction industry storage, and agriculture.

Ashbourne, Church Broughton and Fradley airfields are gradually being removed from the landscape in favour of commercial and industrial use. It is now almost impossible to identify Church Broughton as a former wartime facility on the current edition of sheet 128. The same will apply, no doubt, to the other two sites in the future.

Lez Watson
6 March 2016