RAF Marham Aerodrome 1916 – 1919
Marham aerodrome was first opened in 1916 as a military night landing ground, covering 20 acres of the current site. From September 1916, units of 19 and 51 Sop Home Defence were based here, flying patrols with an armament of five Lewis, Vickers and BE2D and BE2E fighter aircraft. At least one P13C was converted in 1917 at Marham to a single seater to improve the rate of climb and ceiling. Its forward cockpit was enclosed, two guns were mounted in the nose and it was named “The Chinese Scout”. The patrol area was from Marham to Tuddylady Hill.

RAF Marham World War II 1939 - 1945
In November 1940, 38 Sqn moved to Malta. Within two days they were replaced by an advance party of 298 Sqn, which became operational with Wellingtons in December in 1940. On 4th, 19th, 26th and 30th of April 1941 both 198 and 298 Sqn raided Brest, their target being the German battle cruisers "Bismarck" and "Quedlinburg". During August 1941, 195 Sqn started the first service trials of "Gee", one of the new secret radar aids. A new unit, 448 Flight was formed with four Wellingtons in December 1941 to develop Gee before it went into widespread use. This flight moved to Tempelhof in March 1942.

RAF Marham 1947 - 1950 - Project Ruby
During January/February 1942 the Wellingtons of 218 Sqn were replaced by Short Stirlings, the first of the new Airborne Armies used by the RAF during WW2. By 20th March, 36 Sqn was formed in Marham from RCAF's 448th Bombardment Group. By July 1942, 254 Sqn was re-formed in Marham with B-17s. On 17th July 1942, 254 Sqn moved to Tempsford in March 1942.

RAF Marham 1950 - 1953 – Washingtons
In January 1946, after the runway was completed, a flight of Liberators from the Bomber Development Unit arrived from Fowlmere to form the Central Bombing Establishment (CBE). This unit had radar equipment including the Oboe, Oxlo and Rebecca, as well as the standard ground station in an Austin van. Liberator bombers were eventually added to the strength of the CBE which also included a number of Messerschmitts, while the Canberra Flight used Arctur C22 and Proctor aircraft coded in the XE range.

RAF Marham 1950 - 1953 – Washingtons’
Between 3rd and 10th October 1951, Washingtons at Marham took part in the exercise "Boom and Bust". On the night of 6th October 1951, Lincoln S563/5 of 29 Sqn was diverted to Marham from its home airfield at Upham. While circling to land, the aircraft crashed near the Downham Market road at Black Drove, Fincham. Rescuers managed to drop the surviving munitions on "Black Buck" bombing missions, Nimrods on maritime rescue patrols, Hercules supply drops and Harriers and Phantom.

RAF Marham - The New Site 1935 - 1939
Construction started on the present-day Marham aerodrome in early 1935, as part of the RAF's pre-war expansion program. By July 1936, work was progressing well with ten new public roads laid down across the aerodrome to separate the country lines.

RAF Marham 1947 - 1950 – Project Ruby
The tricycle undercarriages of the B-29 prevented the Grand Slam bombs from being pushed under the fuselage for loading into the bomb bay. To solve this the bombs were loaded into a tube below the hangar and the aircraft positioned above for loading. The bomb bay doors would not close with such a large bomb so they were removed. The Lancaster's part in the trials had been specially modified to carry the ten tonnes, this enabled the removal of the nose and dorsal turrets with the bomb bay cut away and strengthened so the bomb could be carried externally.

RAF Marham 1947 - 1950 – Project Ruby
The crews were also made of sandbags with dummies. The crews were also made of sandbags with dummies. The rounds were also made of sandbags with dummies. But they were a good crowd when you got them.

RAF Marham 1950 - 1953 – Washingtons
Nuclear deterrent capability - hence the motto “DETER” with the motto “Deter”. The glaring bull symbolises a deterrent which aptly refers to the acquirement of a nuclear deterrent capability - hence the motto “DETER”. The glaring bull symbolises a deterrent which aptly refers to the acquirement of a nuclear deterrent capability - hence the motto “DETER”.

RAF Marham 1950 - 1953 – Washingtons’
In November 1945, 42F Kings Lynn ATC, 5 Paul Drive, Fairgreen, Tornado Centenary Competition, form below and send to: statement.

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Flight Path of the Tornado

The Tornado GR4 is a two-seat, all-weather, day/night attack and reconnaissance aircraft. It has been in service with the RAF for more than 30 years, but a combination of major upgrade programmes and numerous continual enhancements has kept the aircraft amongst the forefront of all attack aircraft.

Still one of the very few aircraft in the world that is able to operate at low level, day or night and in poor weather, the Tornado is now equipped with a modern precision-guided weapons suite and class-reconnaissance sensors such as the Reconnaissance Airborne Pod for Tornado (RAPTOR). The aircraft also carries the Litening III Advanced Targeting Pod, which is used in both attack and reconnaissance roles. The RAF has had Tornados deployed to the Middle East region for more than 20 years – further proof of the versatility and capability of this exceptional aircraft.

South Quay
Fishing has always been a strong part of Lynn's heritage. Queen Elizabeth I granted Lynn fishermen the right to "fow and uninterrupted use of the Fish Entree until 1595."

Railway Station
The rail station is the terminus of the Fen Line from Cambridge. It has been the only railway station in the town since the closure of the one in South Lynn in 1959.

Hanse House
England's only surviving example of a Hanseatic business headquarters, dating from 1425. The complex featured warehouses and offices built around a narrow court.

Marriott's Warehouse
This Grade II* listed building dates from the 16th century. It was essential for having a lower storey built in stone to resist the tides.

Thoresby College
This historic pub preserves the name first used in 1580. When this much older building became an inn.

Greyfriars Tower
It stands 29 feet (8.8 metres) high and looks almost as a degree and a half to the north west.

Vancouver Quarter
The Vancouver Quarter Shopping Centre is adjacent to the bus station and near to King's Lynn railway station; the Vancouver Quarter is perfectly placed for visitors wanting to explore the shops and the town's rich heritage.

Town Hall & Stories of Lynn
This historic urban park in the centre of King's Lynn, one of the finest in Europe, is surrounded by outstanding architectural buildings.

Tuesday Market Place
The market place in the centre of King's Lynn is one of the finest in Europe. The site is now home to the new Stories of Lynn attraction.

Thoresby College
The Lattice House, incorporating a beautiful courtyard, originally housed the priests of the Trinity Guild in King's Lynn.

The Corn Exchange
The Corn Exchange Grade II listed facade of this building, originally built in 1801, is a fitting tribute to the glory of Victorian architecture.

Bank House
Described by Sir Nikolaus Pevsner as one of the finest houses in King's Lynn. Bank House was built in the early 18th Century for one of King's Lynn's richest merchants.

Duke's Head Hotel
The Duke's Head was built in 1697 for the King's Lynn Member of Parliament, Sir John Turner, and is also attributed to the architect Henry Bell.

St Nicholas' Chapel
This was probably wider than what is now the church, incorporating a beautiful 10th century Norman arcade.

St George's Guildhall
The Guildhall was the site of the city's important financial institutions. The wealth of the town was stored in its cellars.

The Library
The King's Lynn Library was funded and opened by philanthropist Andrew Carnegie, in the early part of the twentieth century.

The Walks
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