

Dalgety Bay

Appropriate Person Report

Appendix 6

Redacted witness interviews conducted by Fife Council in 1996.

Witness 1

DALGETY BAY - RADIUM 226

- [redacted] contacted me on Friday 21 June 1996 following the advert in the Dunfermline Press about information on the disposal arrangements for aircraft from HMS Merlin.
- [redacted] lived in Hillend from 1936 to 1970.
- [redacted] recollects seeing waggon-loads of broken aircraft pieces being transported from "Doni-B to Inverkeithing".
- [redacted] also remembers seeing aircraft minus the wings being towed through Hillend.
- HMS Merlin occupied the aerodrome site between 1939 and 1959. Prior to 1939 it was used by the RAF and after 1959 by HMS Cochrane.
- The aerodrome was on Donibristle Estate which was owned by the Earl of Moray.
- [redacted] cannot recollect if there was an incinerator on the site and to [redacted] knowledge no aircraft parts were disposed in the Dalgety Bay area.

Dougie Neilson
West Fife Area Environmental Health Manager
21 June 1996
DN/JG:(R)

COPY

Witness 2

DALGETY BAY - RADIUM 226

- Contacted by _____ on Friday 21 June 1996.
- _____ has lived in Hillend since 1939.
- _____ used to deliver telegrams to HMS Merlin as a young _____
- In 1945 _____ started working on the railway (LNER) and remembers waggon-loads of broken aircraft being transported to the Inverkeithing yard.
- The aircraft were dismantled and broken up in the area where the Dalgety Bay Industrial Estate is presently situated.
- _____ also remembers aircraft bodies being towed through Hillend on their way to the Inverkeithing yard.
- Near the Dalgety Bay beach area was the air traffic control tower which was a high security area.
- During the war the aerodrome was one of the main fighter stations.
- _____ has no recollection of any aircraft parts being disposed of in the Dalgety Bay beach area and also cannot remember if there was an incinerator on site.

Dougie Neilson
West Fife Area Environmental Health Manager
21 June 1996
DN/JG:(R)

COPY

Witness 3

DALGETY BAY - RADIUM 226

- Telephone call from [redacted] on Friday 21 June 1996.
- [redacted] was an Army Cadet in the Royal Artillery based in St David's Camp in the 1940's.
- From 1950 [redacted] worked at the HMS Merlin Naval Air Station as an Electrical Fitter.
- [redacted] was involved in repairing a wide range of aircraft including seaplanes (Walruses and Barracudas).
- [redacted] remembers that there was a "storage link" near the Dalgety Bay beach area - called "down the valley". The storage area was near the Earl of Moray's house.
- Within the "down the valley" area was a salvage section.
- One of [redacted] jobs whilst based at HMS Merlin was to remove electrical components including radar fittings.
- [redacted] remembers that there was a "dump area" near the jetty for the Estate house. [redacted] doesn't think any luminous dials were dumped in this area and when [redacted] walked this beach area did come across electric fires and kettles.
- Within the air base itself the MOD operated two refuse collection vehicles and waste was dumped in the beach area.
- [redacted] remembers two or three sheds within the air base where old radar equipment was stored and there was displayed radiation warning signs. The security was very rigid around this area.
- [redacted] also recalls that there was a storage area for old electrical equipment.
- [redacted] commented that security and storage arrangements were all very satisfactory and carefully monitored. No incineration of material was undertaken on site.
- In [redacted] opinion [redacted] considers that the radium contaminant material resulted from the careless operation of possibly developers when the air station closed down.
- [redacted] also recalls that a considerable amount of rubbish and debris from the station was dumped at Ballast Bank, Inverkeithing near the Inveresk Paper Mill.

Dougie Neilson
West Fife Area Environmental Health Manager
21 June 1996
DN/JG:(R)

COPY

Witness 3

DALGETY BAY - RADIUM 226

VISIT TO DALGETY BAY FOLLOWING-UP TELEPHONE CALL RECEIVED ON FRIDAY 21 JUNE 1996

- The visit took place on Tuesday 25 June 1996.
- pointed out the areas around and next to the Sailing Club where tipping had taken place in opinion between 1939 and 1957/58.
- The material tipped here was from the operation of HMS Merlin and consisted of a mixture of waste along with clinker and ashes from the coal burning heaters serving the work-shops, etc.
- It was the practice that the material once dumped was set on fire.
- The area where the rubbish was tipped was the west end of "Dalgety Bay" near to the Sailing Club.
- considers that there has been a considerable amount of land reclamation not all of which took place during that period of 1939 to 1958. considers that a lot has taken place when the Dalgety Bay housing estate was being developed.
- was able to identify the areas where tipping took place because of the mature trees on the site.
- also remembers that there was the "test pilot's" house near to the beach approximately where the Sailing Club premises are.
- also pointed out where the "radar bay" was, which is now occupied by the company Matrix Fife within the Dalgety Bay Industrial Estate. also pointed out where the "plating shop" was which is the building in Moss Way.

Dougie Neilson
West Fife Area Environmental Health Manager
26 June 1996
DN/JG:(R)

COPY

Witness 4

NOTES OF MEETING WITH
TO IDENTIFY BUILDINGS AT FORMER HMS MERLIN FROM
FIFE COUNTY COUNCIL'S MARKETING PAMPHLET - 4 OCTOBER 1996

BUILDING NO.	USE
1	Hangar for Test Flight. Prepared aircraft after leaving workshops for test flying.
2	Engine repair workshop. Was originally offices/stores/garage.
3	Engine repair workshop. Was originally offices/stores/garage.
4	Hangar for wing and unit, i.e. repair of wings, tail planes, flaps, etc. plus dope shop.
5	Mechanical workshops, lathes, milling, cutting and turning machines. Perspex shop for cockpit hoods and oxygen section, blacksmiths, etc.
6	Fuselage repairs.
7	Overhaul of aircraft, i.e. strip down area prior to sending parts to other workshops.
8	Dual purpose for modifications and assembly after repair or refurbishment.
9	Aircraft assemblies.
10	Unsure.
11	MT workshop for vehicle repairs.
12	Main stores block run by the MOD carrying equipment for Navy, i.e. clothing and other consumables.
13	<p>Electrical repair shop -</p> <p>a) Generators, starters, magnetos, motors, voltage reduction, etc.</p> <p>b) Instrumentation repair, gyros, altimeters, etc. It was here that luminising was done in the middle of the building.</p> <p>The work was carried out under Factory Inspectorate conditions. Operators wore detection films. There was a bench for three operators behind a glass leaded screen. Each screen had a fan to exhaust to the outside air. Luminising paint came</p>

	<p>in granules or powder placed a small quantity in a crucible and mixed with gum arabic. The dials were engraved and sprayed with matt finish paint and then given to the operators. They mixed the compound using toothpicks and filled the engravings until they were level with the dial face. On completion, dials were inspected and then sprayed with matt lacquer to seal the surface. Operators wore protective clothing, no smoking was permitted within work areas. On finishing work, the workers were checked under a UV light and then hosed down. Crucibles were washed in a sink, hands were washed and then checked with a UV lamp. Discharges from cleaning down, went into the drainage system.</p> <p>This was the only building used on the base for this purpose and the activities ceased in 1943. The luminising compound was kept in a lead safe, buried in the floor. Any compound left at the closure of the yard should have been returned to stores. Waste from old dials was picked out and kept in jars and returned to stores.</p>
14	Civil engineering workshops for building maintenance and services.
15	Air radio workshop. Instrumentation and communication equipment. No luminising because they were now using fluorescent paint which is not radioactive.
16	Plating shop for electro-plating but never used.
17	Packing shop. Formerly a canteen, instruments were packed here for distribution to other bases.
18	Battery shop for charging lead acid batteries.
19	Car park. A number of buildings between here and No. 33 were used for miscellaneous purposes ancillary to the main operation of the base.
33	Old plating shop. Could have been attached to No. 32 which was blacksmith's shop. Nickel, zinc, copper, silver, gold-plating and others would have been carried out here.
35	Photograph lab. belonged to the MOD, Navy.
49	Manufacture of connectors and radio plugs as components for new cables.
52	Voltage reduction for workshops.

On Plan 1, several buildings were identified. Buildings A and B were the Communications Flight hangars where the storage of Dominie Aircraft was undertaken. This was a self-contained unit which carried out its own repairs replacing defective parts and returning defective parts to the stores.

The southern part of the site towards Steeple Clump and Longhill Plantation was used for aircraft parking when there was an influx of aircraft. It was mainly storage but occasionally modifications were carried out here usually to radio equipment.

Building C - Engine test-bed where endurance testing was carried out after maintenance.

Building No. 13 on the main HMS Merlin site is no longer in existence.

DBM/JG:(R)
6 November 1996

Witness 5

Dalgety Bay Witness Statement

Interviewee Name:
Interviewee Age:
Interviewee Occupation:
Date & time of interview: 27 Feb 2012 at 11am
Interview location:
Interviewed by: Keith Hammond in presence of Linda Buchan

provided a written statement, countersigned by Keith Hammond and Linda Buchan, dated 27 Feb 2012 (production 1).
marked the route taken (in accordance with statement – production 1) on a map and highlighted the location of the mound of burnt ash (production 2)

Q1: How long were you stationed at Donibristle?
A1: about 5 months

Q2: How did you know it was an instrument dial?
A2: At the time I was inspecting aircraft radios everyday and so was used to seeing instrument panels.

Q3: did you witness any pieces of debris being distributed along the beach?
A3: no

Q4: how many planes did you observe in "the valley"?
A4: 4 to 5 planes. Planes could not have flown out of Donibristle without radios being checked and I would have been aware of increased numbers of radios being checked. I was not aware of an increase in the number of radios being checked.

Q5: Did you witness any incineration of instrument panels?
A5: no

Q6: how long have you lived in Dalgety Bay?
A6: 20 years

Witness 5

PRODUCTION 1.

Statement to SEPA (Scottish Environment Protection Agency)

In 1946 I was a Petty Officer Radio Mechanic in the _____ and was posted to H.M.S. Merlin at Donibristle (now Dalgety Bay) prior to being demobbed

Later that year I was informed that I would be Demobbed in July and a few days before leaving I decided to walk down to the sea, which was an area we normally never visited . On the way there I went through what was known as "The Valley " where all the planes were picketed, and I wanted to see if the radios were still in place. There were only 4 or 5 planes left there and on inspection I found that none of them had radios on board, so they would be unable to fly. However, we still had a few planes in daily use. These were kept to re-train ex-P.O.W pilots who wished either to remain in the Fleet Air Arm or to return to civilian life as commercial pilots.

I continued on towards the sea and walked around the point where the Sailing Club is now situated. I then turned northwards along the shore of what was a rather shallow muddy bay. I think I must have been following a path, and as I got to the head of the bay the path narrowed with a pond and a wet swamp to the left, and coarse sandy gravel to the right with rivulets of water seeping out from under the path and flowing down to the sea.

On the path I came across a mound of burnt ash which spread from one side of the path to almost overhanging the other (seaward) side and probably had a diameter of about 6 feet. On closer inspection I saw the unmistakable form of an instrument dial, and realised what I was observing . I was horrified, and remember quite vividly wondering whether I could carry on along the path and return to camp that way, which was shorter, but on my left there was the swamp backed by low trees (now superseded by Ross Plantation) and on the right hand side was wet shore backed by low shrub and not possible to navigate through without getting very wet feet. So I retraced my steps and returned to my Unit the way I had come. (The path has now been widened to take cars so it is not possible to identify the exact spot where the mound of ash was situated)

Later I asked the Officer in charge of our Section what was happening and _____ confirmed what I had suspected, namely that the mound of ash was formed by the incineration of the instrument panels of some of our planes.

27th February 2012

Linda H Budge
27/2/12.

K. Hammond
27/2/12

Witness 6

Witness Name:

Age:

Occupation:

Date & Time of interview: 08/04/2013 at 13:30

Place of interview:

Interviewers: David Stone in presence of Linda Buchan

Q5. What work did you do at RAF Donibristle?

A5. Driving the lorry, taking on materials and removing waste from site.

Q6. Was this during the war?

A6. Yes

Q7. Were you stationed at RAF Donibristle?

A7. No, but I worked on it

Q8. Did you witness any rubbish being dumped at RAF Donibristle?

A8. Yes it was the designated dumping place for the site.

Q9. Was this the dumping site during the time

A9. Yes, between 1943 and 1944.

Q10. What type of material did you dump there?

A10. Broken slates, tiles, building materials.

Q11. Did you see any other material, e.g. aircraft parts, being dumped?

A11. Yes, lots of bits and pieces were dumped there. It was the common site for dumping waste. There was a supervisor who supervised the waste being tipped.

Q12. If I show you a map could you identify where the dumping took place?

A12. Production 1 – marked 'x' on the map. This is where the sailing club is now.

Additional note – there was some uncertainty regarding the location on the map that was marked by

Witness 7

Dalgety Bay Witness Statement

Interviewee Name:
Interviewee Age:
Interviewee Occupation:
Interviewee Address:
Date & Time of interview: 15/5/2013 @ 11:00
Location: office
Interviewers: David Stone in presence of Nina Patton

Q2: were they involved in the DB development?
A2: yes

Q3: what dates?
A3: pre 1979

Q4: which areas?
A4: even side of the Wynd, roughly 24-36

Q5: were there any other areas?
A5: Lumsdaine Drive and Ross Avenue

Q6: these were solely residential?
A6: yes

Q7: were there any planning conditions attached?
A7: not for the Wynd. Ross Avenue involved tree preservation orders

Q8: are you aware of any mass cut and fell activity during the development?
A8: no but looking at the topography there must have been some. Likely to be more plot to plot than on a development scale.

Q9: was the company made aware of any contamination issues prior to development?
A9: no

Q10: was there any excavation of foundations or re-use of material?
A10: not that I know of

Q11: was the company aware of any disposal activity in the coastal area?
A11: no

Q12: when were you resident in Dalgety Bay from?
A12: 1979

Q13: when did you join the sailing club?
A13: 1980 and rejoined in 1992

Q14: had the club house already been built?
A14: yes, also the boat shed. Lower boat shed at end of 1990s. The jetty was constructed in about 2000. The slipways were already there when he joined.

Q15: how was the jetty constructed?

A15: built a dry stone wall and filled it with cement. There was no removal of material.

Q16: when was the rock armour put into place at the boat park area?

A16: after 2000

Q17: when was the rock armour placed at the headland?

A17: not sure, maybe after 2000

Q18: the mound that the club house sits on, was it man made?

A18: not sure but judging by the construction then probably

Q19: are there any restrictions on the use of the club land and its sale?

A19: yes the 2 parts of land owned were bought for £1 with the condition that the land can never be sold for development. It's in the land deed.

Witness 8

Witness Statement – Dalgety Bay

Interviewee Name:
Interviewee Occupation:
Interviewee Age:
Interviewee address:

Date & time of interview: 8/5/2013 at 11am

Place:

Interviewer & witness: David Stone in presence of Nina Patton.

Q1: when did you move to Dalgety Bay?

A1: 1980

Q2: did you become involved in the sailing club at that time?

A2: Yes,

Q3: were you a resident when the sailing club was constructed?

A3: no the new club house was constructed in 1975

Q4: was anyone contracted to build the club?

A4: no it was mainly by members. Some material was donated. arranged for additional work on the new harbour arm at a later date – 1980s. It was company that did the work.

Q5: Photo 1 shown. Do you know if material was brought in to create the mound?

A5: no I cannot categorically say. It may be worth talking to and a previous commodore.

Q6: how were the slipways constructed?

A6: with concrete directly onto the beach. Reinforcing mat may have been used.

Q7: do you know that date of the extension of eastern most slipway?

A7: some time in the 1980s

Q8: how was the jetty constructed?

A8: it was done by a was the main builder in the early 1990s.

Q9: was it constructed directly onto the beach?

A9: yes with 2 stone walls in-filled with concrete.

Q10: were you resident when the new harbour was renovated?

A10: no this was in the 1970s when the sailing club was constructed. They used random stone already on the site to do the work. then did concrete infill during the late 1980s or early 1990s.

Q11: which areas of the rock armour were replenished in the 1980s?

A11: the headland where the main erosion was occurring. It was originally put there at an earlier date and was there through the 1980s. In 1999/2000 when the Ferrytoll Park and Ride was constructed, spoil from the work (rock) was used to replenish the headland. Only the headland was replenished.

Q12: there was a retrospective planning permission in 1996 to restore the boat park area. Where did the rock come from for this?

A12: I cannot remember where the rock came from. Fife Council should have the records.

Q13: Prior to 1996, are you aware of any other extensions to the boat park area?

A13: no it has always remained the same. However, _____ put sand on the beach from Ross Plantation to the northern end of the boat park in the late 1990s.

Q14: do you know where the sand came from?

A14: no I couldn't be sure but it may have been builders sand.

Q15: what is the map on _____ office wall?

A15: drawings showing the map of the old airfield – shows the history of the airfield and photographs.

Q16: can you remember the date of the maps?

A16: no. It overlays the map of the airfield over the plan of the new town at Dalgety Bay.

Witness 9

Witness Statement – Dalgety Bay

Interviewee name:
Occupation:
Age:
Address:
Date of interview: 11/4/2013
Place of interview:
Interviewers: Dave Stone in presence of Nina Patton

Q1: did [redacted] work at Donibristle?

A1: long distance lorry driver at the aerodrome. Date [redacted] stopped work was 1958/59 when airfield closed.

Q2: what did [redacted] tell you?

A2: you'll never guess what we were dumping today – legers, books, pencils, paint. Spot checked to see if removing anything from site at end of day. Loaded onto lorry and taken to bottom of aerodrome to coup. Where it was dumped it was high up with a drop to where it was being tipped.

Q3: what time did this dumping go on?

A3: over a period of months

Q4: was this at a period where disposal was being undertaken to clear the site?

A4: yes. They'd taken what they needed over to Rosyth and everything else was being got rid of.

Q5: did [redacted] remember what area disposal was carried out?

A5: yes there was more than one area.

Q6: did [redacted] talk about any burning of material?

A6: no

Q7: what areas was disposal being carried out?

A7: Crowhill – wooded area at end of path. A house with large cliff at the end and disposal was happening here and in the area of sealstrand.

Q8: did [redacted] mention disposal of aircraft or parts of aircraft?

A8: can't remember

Q9:

A9:

Q10: employer?

A10: Donibristle Airfield

Q11: this was following [redacted] being de-mobbed by army?

A11: yes and [redacted] worked at Donibristle until it closed.

Q12: development – was there any major movement of material?

A12: not really

Q13: you mentioned 3 housebuilders can you remember names?

A13: Thane, Scot Homes, can't remember the third.

Witness 10

Witness Name:

Age:

Occupation:

Date & Time of interview: 08/04/2013 at 14:50

Place of interview:

Interviewers: Dave Stone in presence of Linda Buchan

Q1. Did you work at the Royal Naval Aircraft Repairs yard in Donibristle?

A1. yes as apprentice from

Q2. what was your job?

A2. I was an apprentice aircraft electrician from 1953 to 1958

Q3. what did your apprenticeship involve?

A3. we worked in all of the departments – mechanical fitting, machine shop experience and then I went to the apprentice section at the back of the control tower and did 2 years of electrical, instrument and radio theory.

Q4. did you work with luminising paint?

A4. yes after 2 years theory I worked in the instrument section and painted various dials and instruments. I painted the hands – one was white and one was green. The paint pots were like model paints (HUMBROL) 20ml size. They would dry out if the lid was left off.

Q5. was there more than one area where luminising work was carried out?

A5. no we did all the aircraft strip out and reassembly work.

Q6. was there more than one hanger for painting dials?

A6. no there was only one hanger where the luminising work was done.

Q7. what happened to the paint at the end of the day?

A7. bottles were put into the dustbin, the dustbins were collected every morning by a wagon and taken down over the runway and down the hill – which is where the bay is, to the tip.

Q8. what type of waste went into the tip?

A8. anything from the base. All types of waste were dumped. Each section had their own transport for taking waste to the tip.

Q9. were bits of aircraft sent to the tip?

A9. there was an aircraft salvage area next to the tower.

Q10. did you witness any burning of waste?

A10. no I did not witness any burning of waste.

Witness 11

Witness Statement

Name:
Age:
Occupation:

Statement Taken: 25/9/12
Place:

Statement taken by: Linda Buchan in presence of Stewart Ballantine & Phil Cartwright.

States:

Q1: Can you confirm you were employed by NRPB and if so provide dates of employment?

A1: Yes I can confirm I was employed by NRPB from approximately 1980 till 2001

Q2: Can you confirm what roles at NRPB?

A2: Work in the following areas, NDA non ionising radiation, TLD film badge dosimetry, specialist electronic development, qualified person for instrument testing, trainee health physicists, appointed RPA.

Q3: Can you confirm that you undertook particle survey and recovery work at Dalgety Bay and if so when?

A3: Yes approximately 1990 to 1994

Q4: Was this work undertaken on behalf of HMIP1?

A4: No as I recall it was undertaken on behalf of Fife District Council

Q5: As part of this work, do you recall an unusual find of a high activity item – glass vial that was partially melted and if so when?

A5: Yes it as found in the summer of 1993 or 1994

Q6: Can you provide any details regarding this find – who found the item, how was it detected, where was it recovered from and activity count rate of the item?

A6: Two teams were involved in the work, one from NRPB Glasgow and one from NRPB Chilton. The Glasgow team included _____ The Chilton team included _____ The Chilton guys found the item and recovered it. It was found close to the footpath beyond the sailing club towards the bay. It was detected using a two inch NAI detector connected to a rate meter. It was unusual because it required digging to a notable depth to recover the item – a spade rather than a trowel to recover. I can't recall the CPS or dose rate but I recall it was higher than normal / hot.

Q7: Do you know anything of _____ employment after NRPB?

A7: He worked for _____ then a company I can't recall but I believe the company gave advice to the EA.

Q8: Can you identify on the map the area the item was recovered from?

A8: Yes I can identify the general area (marked on production one). It was recovered from the beach side of the footpath.

Q9: Can you recall what was done with the recovered item?

A9: It was initially returned to NRPB and my recollection is it was subsequently sent to Rosyth for disposal.

Q10: Was this the usual practice for recovered items?

A10: Yes to the best of my recollection.

Q11: Can you confirm when undertaking particle survey and recovery work at Dalgety Bay you were involved in the detection of a circular footprint of contamination.

A11: Yes

Q12: Can you recall when this was detected?

A12: I recall this before the glass find, approximately summer 1992 or 1993.

Q13: Can you recall who was involved?

A13:

Q14: How was it detected and by whom?

A14: It was detected using NAI crystal and we had been pointed to this area following analysis of maps of infrastructure of HMS Donibristle.

Q15: Can you identify the location of the contamination footprint on a map?

A15: No

Q16: What was the size and shape of the footprint?

A16: We excavated a rectangle or square and approximately two tonnes of soil were removed.

Q17: what materials were found to be present?

A17: soil and possibly ash mixed in with the soil. In addition an area of contamination under the front doorstep was detected but not removed.

Q18: Can you recall any information relating to counts or dose rate of contamination?

A18: It was easily detectable using the NAI but not off the scale. It was an extensive area of contamination but not what would be called hot.

Q19: what action was then taken and where did excavated material then go?

A19: The soil was double bagged in plastic bags, stacked at the front of the house and I believe it was subsequently collected by Rosyth for disposal.

Q20: can you describe the location of the contamination footprint found?

A20: detached bungalow in modern development in the vicinity of the bay

Q21: did you undertake monitoring of gardens at Dalgety Bay and if so when?

A21: other than the above mentioned no but I know others did

Q22: can you recall who the others were?

A22: possibly Targeted monitoring of gardens at Dalgety Bay was undertaken. The gardens to be monitored were identified using the maps of HMS Donibristle. Another contemporary was

Witness 12

Witness Statement

Interviewee Name:
Interviewee D.O.B:
Interviewee Occupation:
Interviewee Address:

Date & time of interview: 20/6/2013 at 4pm
Place of interview:
Interviewers: David Stone in presence of James Gemmill

Q1: Are you a member of the sailing club?

A1: Yes, , founded at its inception

Q2: What was the state of the headland at this time?

A2: Headland was a tipped area but you would not be aware unless you looked at the beach where material was leaching out. This was ashy material.

Q3: What was done to the headland to facilitate the sailing club?

A3: There was some tipping by Donibristle Investments to build out the headland around 1978-1988.

Q4: What did you do to help build the club house?

A4: dug foundations, laid concrete and built under buildings. The spoil from the excavations was placed around the building and feathered into the grass.

Q5: Was any excavated material from foundations removed?

A5: No

Q6: Was fresh material brought onto site during sailing club development?

A6: No, none

Q7: Was any waste put on the coastal footpath?

A7: No it was done using blaze. No material was used from the sailing club area. Blaze was imported from outside.

Q8: Did you put sand on the foreshore?

A8: Yes to improve appearance. It came from silica sand quarry at Dunfermline.

Q9: Did you supply rock armour material?

A9: No

Q10: During construction of the town, were there large scale land movements?

A10: No just plot by plot, no movement of earth. Worked with the levels of ground.

Q11: Were soils excavated for foundations moved?

A11: No used on site. Normally to make gardens. There was no need for deep foundations.

Q12: Was there a central store for excavated waste?

A12: Not that could think of. Some soils were placed on the field near the primary school to make a playing field for the school. These soils were from Donibristle Estates and other companies.

Witness 13

Witness Statement

Interviewee Name:
Interviewee Age/D.O.B:
Interviewee Occupation:
Interviewee Address:

Date & Time of interview: 21 June 2013 @ 14:00
Place of interview:
Interviewers: David Stone in presence of Colin Whitelaw

Q1: describe what your organisation does in terms of the path
A1: maintenance of coastal path including vegetation, path condition and repair.

Q2: are you responsible for the path maintenance?
A2: yes

Q3: for path which runs along Ross Plantation to the Headland, who built this path?
A3: I do not know. I suspect the path is historical and includes vehicle access.

Q4: we do not know when and how the path was built – do you agree?
A4: yes

Q5: do you know what material the path is constructed of?
A5: mostly quarried Winston (type 1). This is brought onto site. The path at Sealstrand is brought onto site.

Q6: is it your role to maintain the site?
A6: yes from Ross Plantation to St Bridget's Church

Q7 do you know who maintains the rest of the path?
A7: various private landowners

Witness 14

Note of meeting

Date & Time: 3/10/2008 at 10:25

Venue:

Present: Byron Tilly, Paul Dale &

first visited air station on 15th August 1939

Started at Donnibristle Air Station in 1941. was transferred to the radio section.
job was to remove equipment and maintain and modify it then to return it to the aircraft.

In 1947 returned in February looking for his job back he got a stores job between 1947 and 1954/1955. It was a small runway and the ground of the site sloped down to the sea. never went down to the infill area.

A new instrument section was created parallel to the runway then instrument repairers. Instruments were stripped sand blasted and then rebalanced.

Then would have a go at instrument face lifting off all the material from the dial face and placing in into a bin. Then replace face with a tooth pick onto [dial] face. Return to inspectors, old material into bin. Didn't know where rubbish went.

Radium paint removed. Flakes were mixture of sizes. Sometimes broke up.

Closed 1958

Empty bottles of paint 10cm high bottle glass with screw cap – only a few bottles.

2 people

Not aware of fires on site

Dials processed 1-2 week

Only time dials to be repaired if felt or inspectors not worthwhile was not aware of what happened with old ones.

New Section N of runway

HMS Merlin East area of site pass [past?] old church turning on left houses there

Benchwork wooden

Main store held paint reserves in new building. N of runway

Seaward area out of bounds

Next to control tower steep (drop) sea

In a dent east end of site

Went down road

Swordfish, albarcore, seafire (spitfire) sea hurricanes, skewer rock dure, Grumman marlet.

Planes sold off

Paint solvent and water

Painted small oven for short time (to dry).

Tooth pick thrown away recently. Scrap yard in Kirkcaldy (Plane)

Witness 14

Meeting note

Date: 29 Nov 2011 at 08:30

Present: Paul Dale, David Stone,

messenger with signals. Then a transfer to radios. Then up at main area of air yard – now Donibristle Industrial Estate.

In radio section, removed radio radar equipment from aircraft for modification then re-installed. Looked after radio section stores ordering, logging and issuing.

After demob.

They were building a new instrument section; new building close to airfield control tower. Electrical and radio stores combined so as position available.

Overhauling rotors on 'peterheads' [*possibly pitot heads*] – detect banking. Stripping face of dial using a sharp edge. Material flaked off onto desk (no segregation) and then binned and then re-covering with compound they were issued with. Cleaners emptied the bins. Paint used to re-luminise dials came from the stores. Nothing said about the management of the paint. just stirred the pot to make sure it was mixed properly. only had to restore the odd dial, no more than one a week. The rotors were the main job.

Inspectors who tasked with overhauling were also based in site.

was the only 'dial painter' in the section. Dial was just given to by the inspector. Always completely renewed, given to inspector who put it in a small oven to dry it off.

Donibristle was important because the aircraft carriers came into Rosyth. (fleet air-arm aircraft)

Dials in stores (for replacement) were re-luminised.

Used a small wooden 'toothpick' to luminise the dial with thick viscous paint. (dial was flat / smooth) Toothpicks lasted quite well before being binned

Repaired dials in some place as valves.

Bench used was a wooden one.

Dial was for 'turn and bank'. also worked on the rotors. also worked on the altimeters.

Most instruments worked on operated from the petar [*possibly pitot*] tube on the wing.

So had a variety of dials, one at a time as needed.

There were a number of strippers, who would take out parts for inspection. would restore 'ad-hoc' as required. Individual items at a time as required.

Aircraft stored all over the place including 'down in the valley'.

is not aware of any incinerators on site or any routine burning of waste.

Witness 15

NOTE

INFORMATION RECEIVED REGARDING DONIBRISTLE AIRFIELD

Met _____ on 11 September 1996. As a child I _____ remembers going past Donibristle House into Dalgety Bay. There was _____ appeared to be a refuse dump for domestic waste from the base. There was a clump of woods behind Donibristle House with a hangar building to the east, lying around outside which there were bits of aeroplane bodies. This is to the west of the road presently known as The Wynd. _____ also recollects small pieces of molten aluminum on the foreshore tip and was of the opinion that there had been a small incinerator in the area.

_____ can be contacted on _____ and arrangements have been made to return with a map of the area so _____ can indicate precisely the areas _____ refers to.

Witness 16

was also visited, worked as a draughtsman in the drawing office at Donibristle, recollects there was luminising workshop near the former level crossing. is unable to provide any information regarding the disposal of any waste materials, however, is willing to point out certain areas of interest on a map if one can be aquired.