SUFFOLK ARCHAEOLOGY

• A HISTORY OF EXPERTISE •

‘World War 2 Treasure Hunters’ TV Series
RAF Kings Cliffe

Kings Cliffe, Northamptonshire

Client:

EMPORIUM PRODUCTIONS

Date:
July 2018

Series 1, Episode 5
Magnetometer Scanning, Metal Detector Survey & Test Pit Reports
SACIC Report No. 2017/118
Authors: Timothy Schofield, Mark Sommers & Stephen Taylor

RAF Kings Cliffe
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‘World War 2 Treasure Hunters’ Television Series
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Magnetometer Scanning, Metal Detector Survey & Test Pit Reports

Authors: Timothy Schofield, Mark Sommers, Stephen Taylor

Illustrator: Timothy Schofield, Mark Sommers, Rui Santo

Editor: Stuart Boulter

Report Date: July 2018

HER Information

Site Name:	**RAF Kings Cliffe, Kings Cliffe, Northamptonshire**
Date of Fieldwork:	**20th – 21st June 2017**
Grid Reference:	**TL 0445 9875**
Oasis Reference:	**suffolka1-323511**
Project Officers:	**Timothy Schofield, Mark Sommers**
WWII Finds Expert:	**Stephen Taylor**
Client:	**Emporium Productions Ltd**

Digital report submitted to Archaeological Data Service:
http://ads.ahds.ac.uk/catalogue/library/greylit

Prepared By: Timothy Schofield, Mark Sommers & Stephen Taylor
Date: July 2018

Approved By: Stuart Boulter
Position: Senior Project Officer
Date: July 2018
Signed: 

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Summary

On the 20th and 21st June 2017, Suffolk Archaeology Community Interest Company (SACIC) undertook a magnetometer scanning, metal detector survey and test pitting exercise on a suspected World War 2 (WW2) dump site on the former RAF Kings Cliffe base in Northamptonshire. The aim of the project was to prospect, record and recover finds relating to the airfield used by both the RAF and USAAF.

The location of a rubbish dump was written within airbase records dating to the war period. It was therefore decided to undertake magnetometer scanning to reveal its extent. A roughly triangular area of high magnetic readings was prospected and surveyed by GPS that is thought to be the boundary of the dump site. Following the magnetometer scanning and an accompanying metal detector survey, a single test pit was positioned in an area that yielded promising results. This test pit produced a wide variety of artefacts from the WW2 site of both RAF and USAAF origin, including dog tags, flying goggles, aircraft parts, ordnance and a large quantity of domestic refuse.

1. Introduction

On the 20th and 21st June 2017, magnetometer scanning, metal detector survey and a test pit excavation was undertaken on the site of a probable WW2 rubbish dump at the former RAF Kings Cliffe Airbase, Kings Cliffe, Northamptonshire (Fig.1).

The surveys and excavation were overseen by Suffolk Archaeology Community Interest Company (SACIC) who were commissioned by Emporium Productions Ltd as part of a television series investigating the history of the D-Day assembly camps, within RAF Kings Cliffe.

The specific research aims of the metal detector survey and test pitting exercise were:

- To confirm the presence of the dump site at RAF Kings Cliffe;
- To define the extent of the dump site;
- To recover artefacts from the dump sites relating to the WW2 Airfield, revealing the type of military activity, personal items, and general site activity undertaken at the airbase.

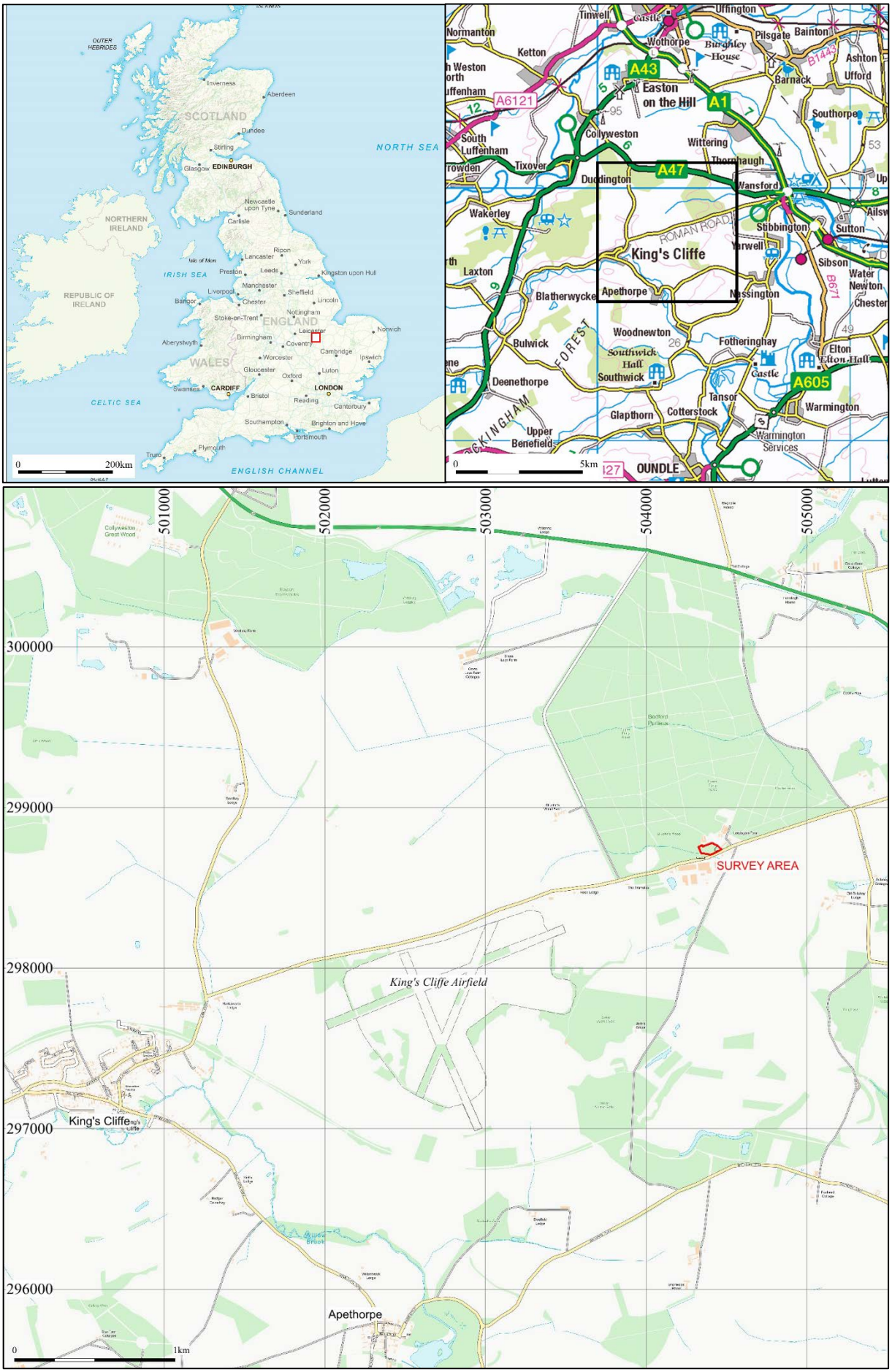


Figure 1. Site location

2. Geology and topography

RAF Kings Cliffe is located within a wooded copse (TL 0445 9875) to the north of Kings Cliffe Industrial Estate in Northamptonshire. It is bounded by the old Roman Road on it southern border at a height of 61m AOD.

The bedrock geology is described as Lower Lincolnshire Limestone, a sedimentary deposit formed approximately 168 to 170 million years ago in the Jurassic Period, when the local environment was dominated by shallow carbonate seas comprising coral and shell fragments forming beds and reefs (BGS 2018).

3. Archaeological background

RAF Kings Cliffe is a former Royal Air Force station located near Kings Cliffe, Northamptonshire, 20km west of Peterborough. Originally the airfield was grass-covered, hard-surfaced runways and a perimeter track were subsequently laid down early in 1943.

Kings Cliffe was assigned USAAF designation Station 367 and was the most northerly and furthest west, of all Eighth Air Force fighter stations. It was in the 1st Air Division heavy bomber base area and more than 80km west of any other fighter airfield.

In December 1942, whilst under construction, Kings Cliffe received its first American units when a few Bell P-39 Airacobras, of the 347th Fighter Squadron of the 350th Fighter Group located at RAF Duxford, were briefly relocated at Kings Cliffe.

In January 1943, the 56th Fighter Group of the United States Army Air Forces's Eighth Air Force, arrived at Kings Cliffe from Bridgeport AAF Connecticut, with the 347th FS returning to Duxford. They were under the command of 67th Fighter Wing of the VIII Fighter Command and spent their time learning RAF fighter control procedures and training for combat with the new Republic P-47 Thunderbolts, they did not fly any operational missions. In April 1943 they moved to RAF Horsham St Faith and became the 65th Fighter Wing.

On the 26th August 1943, the 20th Fighter Group arrived from March AAF California. The group was under the command of the 67th Fighter Wing of the VIII Fighter Command. Aircraft of the 20th were identified by black and white stripes along their cowlings and tails.

The group consisted of the following squadrons:

55th Fighter Squadron (KI);
77th Fighter Squadron (LC);
79th Fighter Squadron (MC).

The 55th were first billeted at RAF Wittering due to the shortage of accommodation at Kings Cliffe, only moving to the base when additional barracks had been built. They flew Lockheed P-38 Lightnings late in December 1943 and for several months were engaged primarily in escorting heavy and medium bombers to targets on the Continent, strafing opportunistic targets while on these missions.

The group were used for escorting as their primary function until the end of the war, but in March 1944 began to fly fighter-bomber missions, which became almost as frequent as the escort operations. Attacking airfields, trains, vehicles, barges, tugs, bridges, flak positions, gun emplacements, barracks, radio stations, and other targets in France, Belgium, and Germany.

The 20th became known as the "Loco Busters" because of its numerous and successful attacks on locomotives. They received a Distinguished Unit Citation for their performance on the 8th April 1944 when they struck airfields in central Germany, after breaking up an attack by enemy interceptors they then proceeded to hit railroad equipment, oil facilities, power plants, factories, and other targets.

Aircraft from the 20th flew patrols over the English Channel during the invasion of Normandy in June 1944, supporting the invasion force later that month escorting bombers that struck interdictory targets in France, Belgium, and the Netherlands, and by attacking troops, transportation targets, and airfields.

The 20th FG converted to North American P-51 Mustangs in July 1944 and continued to fly escort and fighter-bomber missions as the enemy retreated across France to the Siegfried Line. They also participated in the airborne attack on the Netherlands in September 1944, and escorted bombers to Germany and struck rail lines, trains, vehicles, barges, power stations, and other targets in and beyond the Siegfried Line from October to December 1944.

The unit took part in the Battle of the Bulge, escorting bombers to the battle area and flew patrols to support the airborne attack across the Rhine in March 1945, undertaking escort and fighter-bomber missions as the enemy’s resistance collapsed in April 1945.

The 20th Fighter Group returned to Camp Kilmer, New Jersey and was inactivated on the 18th December 1945.

Glenn Miller played his last airfield band concert in the big hangar at Kings Cliffe on Tuesday 3rd October 1944, because it was getting too cold to play in the unheated hangars. A memorial can be found on the Callendar Hamilton hangar base.

After the war, the field was used by the RAF for armament storage, until being sold and returned to agriculture in January 1959. Today Kings Cliffe airfield has largely returned to agriculture, however the outlines and concrete runway areas are easily identifiable. The perimeter track has been reduced to a single-track agricultural road, with hard-standings removed for hardcore. Both the technical site and aircraft hangars have been demolished, but the abandoned control tower still exists along with the original Blister hangar, re-erected on a farm just to the north of the airfield. Dispersed buildings in Bedford Purlieus include the combined gymnasium/cinema/chapel which survives on the former airfield's communal area.

A memorial to the airfield and the squadrons operating there was unveiled by HRH the Duke of Gloucester in 1983.

4. Methodology

Magnetometer Scanning

A Bartington Dualgrad 601-2 was used in scan mode to define the extent of the rubbish pit. The limits of the dump could be prospected by following the high readings recorded during the scan, this area of high magnetic responses formed a rough triangular shape. Canes were placed on the boundary between the high readings and the normal background responses, these canes were then georeferenced using the RTK GPS (Fig. 3).

Metal Detector Survey

The metal detecting survey was undertaken by a group of detectorists, all of whom have a specific interest in WW2 sites, using their own detecting equipment.

The metal detecting survey was undertaken along transects to cover the entire survey area and dump site. Any finds recovered were bagged and issued a findspot number. The findspot was then geolocated employing a Leica Viva GS08+ Smart Rover RTK GLONASS/GPS, an accuracy of +/- 0.03m was achieved where data reception coverage allowed. Where the reception was poor, an average accuracy of *c*.0.50m was common. Data were converted to National Grid Transformation OSTN15. Multiple finds within close proximity were recorded under the same findspot number.

Test Pitting Exercise

A single test pit was excavated through the dump site material, the location of which was chosen due to high concentrations of finds prospected by the metal detector survey. The test pit was initially laid out using hand tape measures, it was then accurately geolocated with the GPS.

Finds recovery and metal detecting

Topsoil and subsoil from the test pit was visually scanned during the excavation of the trenches, recovering any finds present. A metal detector was used to prospect the spoil removed from all trenches and features by an experienced metal detectorist. Finds recovered from the topsoil and subsoil overburden were retained and placed within a finds bag, containing their unique context number.

An overall site plan showing trench location, feature position, sections and levels was made using an RTK GPS. A test pit plan was also drawn by hand at 1:50, the excavated section was recorded at a scale of 1:20.

The test pit deposits were recorded using standard pro-forma SACIC registers and recording sheets and numbering systems.

A photographic record, consisting of high resolution digital images was made throughout the test pit exercise.

Environmental sampling of archaeological contexts was deemed unsuitable within the test pit.

5. Results and discussion

Magnetometer Scanning

The magnetometer successfully scanned what is thought to be the boundary of the rubbish dump that is recorded in Figure 3.

Metal Detector Survey (Fig. 3)

The majority of artefacts recovered by the metal detector survey were located immediately adjacent to the test pit at RAF Kings Cliffe. These finds help to confirm that the area was frequented by the service personnel. A 1939 dated half penny (find spot KNG 003) along with a 1940's era ‘Signeur’ cigarette lighter (find spot KNG 005), that was standard issue for US personnel provides accurate dating for the material. Of particular note was the recovery of a German pebble’ button (find spot KNG 002), which were standard for German Wermacht uniforms in WW2. The airbase was used as a repatriation camp for German prisoners of war between 1945 and 1947.

Three sherds of aircraft alloy were found in the locality, one piece was not attributable to any aircraft type (find spot KNG 013), but two were identifiable. The first (find spot KNG 015), had the remains of green paint and yellow stencilled lettering, reading ‘US OIL CHECK’. Of the types of aircraft used at this base, only one, the P38 Lightning, had green camouflage. It is highly likely that this is a piece from such an aircraft, probably an inspection panel to access the oil system of the aircraft. The second identifiable sherd (find spot KNG 001), had a manufacturers inspection stamp (a small circle with a combination of three letters and two numbers inside). The code ‘ANA’ was used by the North American Aviation company, which is directly attributable to the P51 Mustang which was deployed extensively at Kings Cliffe.

Test Pit Exercise

A single test pit was excavated at RAF Kings Cliffe, measuring 5.20m long x 2.50m wide by 1.85m deep, the results are described below:

The dump layer was excavated to a depth of 1.85 metres below ground level. At the top of the stratigraphic sequence was upper fill 1000, a light yellow brown loose silty gravel. Second fill (1001) was located beneath 1000, comprising a layer of dark grey purple loose silt and degraded WW2 era food-cans. The third fill 1002, comprised a mid yellow brown, loose silt and gravel layer. The basal fill of the dump (1003) was a dark grey purple lens of degraded tin cans, similar to 1001. At the base of the stratigraphic sequence was natural drift geology 1004, it comprised mid yellow orange silty sand and gravel with occasional large flint stones.

The finds – description and discussion

Stephen Taylor

The majority of the dump contents were rusted and unidentifiable tin cans of various sizes and shapes, along with a large quantity of broken glass and pottery. These were most likely to be refuse from the kitchen (food & drink containers, plates and bowls), which was located a short distance from the dump itself. Whilst the vast majority of items recovered from the pit were of this type, amongst the rusted tin cans and broken glass/pottery were a number of important finds.

1. Beer Bottles. Several complete beer bottles were recovered, ranging in size from approximately 750ml to 250ml. Many of which were marked by the manufacturer, showing that the base acquired local supplies, (Oundle, Stamford, Newmarket), as well as those from further afield (Stockport). The Oundle beer bottles were particularly useful, tightly dating the dump layer to 1943 and 1944.

2. Pottery. A large quantity of broken crockery was recovered, much of it unidentifiable. However, two small white bowls were recovered which were almost complete, both of which had been marked on the base by the manufacturer, dated G VI R, 1944.

3. Gibsons bottle. Not only were the base personnel sourcing local beer, this bottle

reveals that they were importing alcoholic beverages from the US. This bottle being clearly of US origin, bearing the words 'Federal Law Prohibits Sale or Reuse Of This Bottle'.

4. Toiletries. A large number of metal tubes were recovered that had previously contained toiletry products. Some were unidentifiable, but a number showed the type of toothpaste and shaving products that the personnel were using (Kolynos, Colgate, Macleans, Mennen Shave), much of which had been shipped from the US.

5. Military items. The rubbish dump appears to have been used for both domestic and military items. Many components from aircraft fuel drop tanks were recovered (blanking pipes, filler caps, glass 'break' pipes), along with items from a Merlin engine (exhaust manifold lock washers). Of note was a single glass lens from a pair of flying goggles and an aircraft instrument panel switch.

6. Ordnance. The dump was also used to dispose of spent cartridge cases, with 20mm, .50 calibre, M1 carbine .30 calibre and .303inch cartridge cases being recovered. All of which were dated, placing them firmly in the WW2 period.

Perhaps the most significant find from the test pit was an American dogtag, however, it was so badly corroded that no lettering could be read with the naked eye. It was therefore decided to investigate the dogtag further and it was sent off to be x-rayed, which revealed the information stamped onto it. These belonged to a William Jester, who was confirmed to be a member of a maintenance unit of the 20th Fighter Group.

6. Conclusion

The metal detector survey revealed that the area in the immediate vicinity of the dump was frequented by the base personnel and later, the German prisoners of war. It is likely that the personal items ended up in the ground due to accidental loss, it is unlikely that they would not have been deliberately disposed of due to their high value or functionality.

The rubbish dump itself was confirmed as being used by the USAAF with the recovery

of ordnance and aircraft parts dating to WW2. An insight could further be gained into life on the airbase, with locally made produce recovered, along with those shipped from the US, perhaps to alleviate the feeling of homesickness many of the personnel must have felt.

The aircraft parts recovered confirm the presence of specific aircraft types at the base, in particular the P51 Mustang and P38 Lightning, with the small number of cartridge cases revealing the types of weapon in use.

The dogtag of William Jester was returned by the production company to his son, Rick Jester, in the USA.

7. Archive deposition

The paper and digital archive will be kept at the SACIC office in Needham Market, before deposition in a location yet to be agreed.

8. Acknowledgements

Magnetometer scanning, test pitting and metal detector fieldwork and archiving was directed by Tim Schofield and Mark Sommers, the team of detectorists was led by Stephen Taylor and comprised Richard Jordan, Elaine Jordan and Martin Dewick. Project management was undertaken by Rhodri Gardner.

9. Bibliography

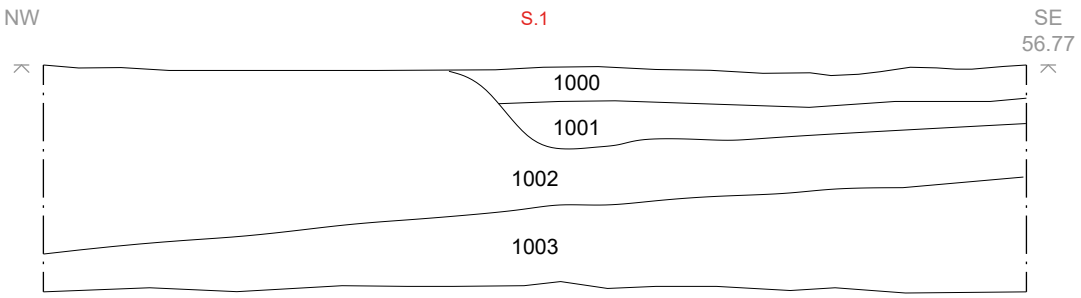
Historic England, 2015, *Management of Research in the Historic Environment (MoRPHE)*.

Websites

British Geological Survey, 2018, http://mapapps.bgs.ac.uk/geologyofbritain/home.html

Figure 2. Kings Cliffe – Location Map

Figure 3. Kings Cliffe – Magnetic scanning results, metal detector survey area, findspot locations



Section 1:40 @ A4

0 2m

SUFFOLK ARCHAEOLOGY

Figure 4. Section of Test Pit

Appendix 1. Metal detector finds from RAF Kings Cliffe

Find Spot No.	Find Spot Description	NGR
KNG 001	Aluminium sheet - part of a Mustang aircraft. Identified by the ANA manufacturers stamp, 'North American Aircraft'.	504444, 298743
KNG 002	German uniform 'pebble' button	504403, 298755
KNG 003	Half penny, dated 1939	504401, 298754
KNG 004	Toothpaste tubes and bottle	504397, 298758
KNG 005	Cigarette lighter, Signeur brand	504402, 298764
KNG 006	Cartridge case	504391, 298762
KNG 007	Plug and chain	504390, 298761
KNG 008	Threaded collar	504383, 298758
KNG 009	Toothpaste tubes and bottles	504379, 298759
KNG 010	Electrical cover and amusement token	504376, 298752
KNG 011	Gibbs Dentifrice tin	504366, 298743
KNG 012	Tent/tarpaulin eyelet	504392, 298710
KNG 013	Aluminium sheet, ?aircraft fragment	504399, 298724
KNG 014	Toothpaste tube	504420, 298758
KNG 015	Aluminium plane part. Identified as coming from a P38 Lightning	504438, 298750
KNG 016	Large section of metal roadway 'planking'	504446, 298749
Test Pit	Beer Bottle. 'Smith & Co. Oundle' x 2. Dated 1943 & 1944	504446, 298749
Test Pit	Beer Bottle. 'Steward & Pattison'	504446, 298749
Test Pit	Soda siphon taps x 2	504446, 298749
Test Pit	Perfume bottles x 3	504446, 298749
Test Pit	Brown Beer bottle, large	504446, 298749
Test Pit	Clear glass bottle, embossed design, 'Cramptons Ltd Newmarket', large	504446, 298749

Find Spot No.	Find Spot Description	NGR
Test Pit	Clear glass bottle, large, 'Gibsons "Kant Slip"' 'Federal law prohibits sale or re-use of this bottle'	504446, 298749
Test Pit	Beer Bottle, medium, 'Stamford Brewery'	504446, 298749
Test Pit	Beer Bottle, medium, 'Bell & Co Ltd Stockport'	504446, 298749
Test Pit	Glass tumbler, approx. 250ml	504446, 298749
Test Pit	Hair tonic bottle, 'Wild Root'	504446, 298749
Test Pit	Brylcream Jar, approx. 100ml	504446, 298749
Test Pit	White crockery bowls x 2 , stamped 'G VI R 1944'	504446, 298749
Test Pit	Toothpaste tube, metal, 'Kolynos'	504446, 298749
Test Pit	Toothpaste tube, metal, x 3, 'Macleans'	504446, 298749
Test Pit	Toothpaste tube, metal, x 2, 'Colgate Ribbon'	504446, 298749
Test Pit	Shaving cream tube, metal, 'Mennen'	504446, 298749
Test Pit	Aircraft engine part. Aluminium alloy tube and joining piece.	504446, 298749
Test Pit	USAAF Instrument panel switch, Bakelite	504446, 298749
Test Pit	Short length of hydraulic pipe with joining nuts	504446, 298749
Test Pit	Drop tank filler caps x 4	504446, 298749
Test Pit	Merlin engine exhaust lock washers x 5	504446, 298749
Test Pit	Flare cartridge cases, 1 inch, x 5	504446, 298749
Test Pit	Drop tank metal blanking pipes x 8	504446, 298749
Test Pit	Drop tank glass tubes, x 4	504446, 298749
Test Pit	20mm cartridge case, BBC 1944, (Barking Brassware Co, Barking, Essex, England. Manufactured 1944)	504446, 298749
Test Pit	50cal cartridge case, RA 42, (Remington Arms Co., Bridgeport, USA. Manufactured 1942)	504446, 298749
Test Pit	50cal cartridge case section, TW 43, (Twin Cities Ordnance Plant, USA. Manufactured 1943_	504446, 298749
Test Pit	M1 carbine 30cal cartridge cases x 6, PC 43, (Peters Cartridge Company, Cincinnati, Ohio, USA. Manufactured 1943)	504446, 298749
Test Pit	303 cartridge case, R ^ L 41 HIZ, (Royal Labs Woolwich, UK. Manufactured 1941. H = Grenade	504446, 298749

Find Spot No.	Find Spot Description	NGR
	discharger cartridge. I = Mark one. Z= nitrocellulose fill)	
Test Pit	Single glass lens and frame from USAAF flying goggles.	504446, 298749
Test Pit	American dog tag, badly corroded with no visible writing	504446, 298749

Appendix 2. OASIS form

OASIS DATA COLLECTION FORM: England

OASIS ID: suffolka1-323511

Project details

Project name	RAF Kings Cliffe, Kings Cliffe, Northamptonshire, Magnetometer Scanning, Metal Detector Survey and Test Pit Reports
Short description of the project	On the 20th and 21st June 2017, Suffolk Archaeology Community Interest Company (SACIC) undertook a magnetic scanning, metal detector survey and test pitting exercise on a suspected World War 2 (WW2) dump site on the former RAF Kings Cliffe base in Northamptonshire. The aim of the project was to prospect, record and recover finds relating to the Second World War airfield used by both the RAF and USAAF. The location of a rubbish dump was written within airbase records dating to the war period. It was therefore decided to undertake magnetometer scanning to reveal its extent. A roughly triangular area of high magnetic readings was prospected and surveyed by GPS that is thought to be the boundary of the dump site. Following the magnetometer scanning and an accompanying metal detector survey, a single test pit was positioned in an area that yielded promising results. This test pit produced a wide variety of artefacts from the WW2 site of both RAF and USAAF origin, including dog tags, flying goggles, aircraft parts, ordnance and a large quantity of domestic refuse.
Project dates	Start: 20-06-2017 End: 21-06-2017
Previous/future work	No / No
Type of project	Research project
Site status	None
Current Land use	Other 13 - Waste ground
Monument type	WW2 CAMP Modern
Monument type	WW2 RUBBISH DUMP Modern
Significant Finds	GERMAN POW BUTTONS Modern
Significant Finds	P51 MUSTANG PLANE PART Modern
Significant Finds	P38 LIGHTNING PLANE PART Modern
Significant Finds	USAAF DOGTAG Modern
Significant Finds	.303 CARTRIDGE Modern
Significant Finds	50 CAL. CARTRIDGE Modern
Significant Finds	SINGLE GLASS LENS FROM USAAF FLYING GOGGLES Modern
Significant Finds	DROP TANK GLASS TUBES Modern
Significant Finds	MERLIN EXHAUST LOCK WASHERS Modern
Investigation type	"Systematic Metal Detector Survey","Test-Pit Survey"
Prompt	Research

Project location

Country	England

Site location	NORTHAMPTONSHIRE EAST NORTHAMPTONSHIRE KINGS CLIFFE RAF Kings Cliffe, Kings Cliffe, Northamptonshire
Study area	0.64 Hectares
Site coordinates	TL 0445 9875 52.576158075907 -0.458462707567 52 34 34 N 000 27 30 W Point
Height OD / Depth	Min: 61m Max: 61m

Project creators

Name of Organisation	Suffolk Archaeology CIC
Project brief originator	Not applicable - not under planning jurisdiction
Project design originator	Mark Sommers and Stephen Taylor
Project director/manager	Rhodri Gardner
Project supervisor	Timothy Schofield
Project supervisor	Mark Sommers
Type of sponsor/funding body	Client
Name of sponsor/funding body	Emporium Productions

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Northamptonshire SMR
Digital Contents	"Survey"
Digital Media available	"Survey","Text"
Paper Archive recipient	Northamptonshire SMR
Paper Contents	"Survey"
Paper Media available	"Report","Unpublished Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	'World War 2 Treasure Hunters' TV Series RAF Kings Cliffe Kings Cliffe, Northamptonshire, Magnetometer Scanning, Metal Detector Survey and Test Pit Reports
Author(s)/Editor(s)	Schofield, T. P.
Author(s)/Editor(s)	Sommers, M.
Author(s)/Editor(s)	Taylor, S.
Other bibliographic details	2017/118
Date	2018
Issuer or	Suffolk Archaeology CIC

publisher	
Place of issue or publication	Needham Market
Description	A4 bound report with A4 figures
URL	http://www.suffolkarchaeology.co.uk

Entered by	Tim Schofield (tim.schofield@suffolkarchaeology.co.uk)
Entered on	27 July 2018

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