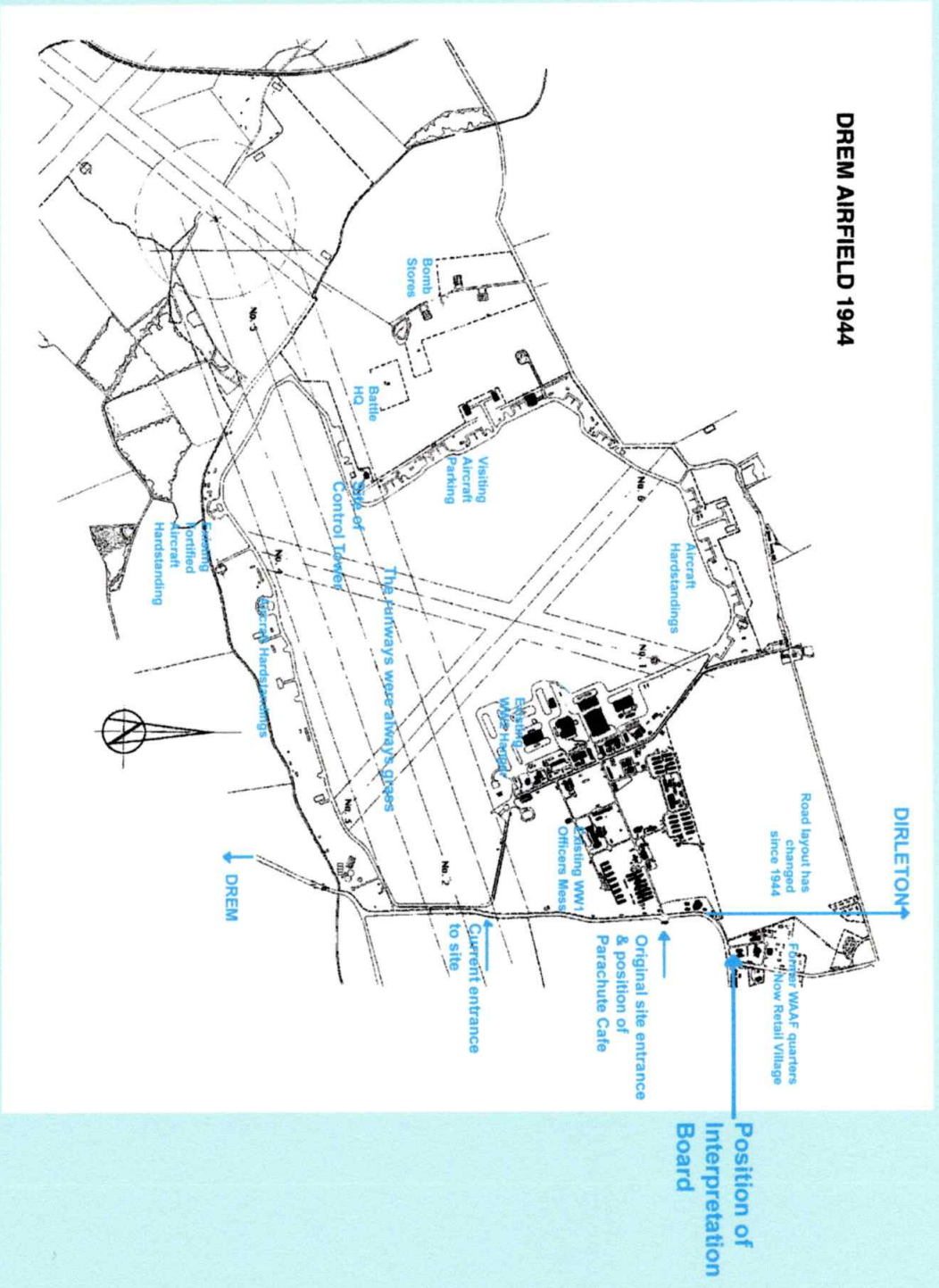




DREEM AIRFIELD



Much of the 1944 Airfield still exists but many of the buildings have been adapted, changed or removed. The east part is now light industry and the west is farmland. Both areas are potentially hazardous for pedestrians due to moving machinery and animals.

Access to the airfield is possible but responsibility for safety lies with the individual and NOT with Gullane and Dirleton History Society

This information leaflet and the Interpretation Board have been prepared by Gullane and Dirleton History Society, Scottish Charity No. SCO37547. The Interpretation Board exists by kind permission and encouragement of the Chalmers-Watson Family. The Fenton Barns Estate Office cannot offer any additional information.

Gullane and Dirleton History Society is open to all who wish to learn more about their local history.
A number of publications by GDHS covering various aspects of local history are available. A full list of publications is available on line.

Email us at gahsinfo@yahoo.co.uk

A more detailed history is available in 'The Story of Drem Airfield' published by Gullane and Dirleton History Society. (See above)

Further aviation history is available at the nearby Royal Museum of Scotland, Museum of Flight situated at East Fortune Airfield, about 5km south east of Drem Airfield.

DREM AIRFIELD

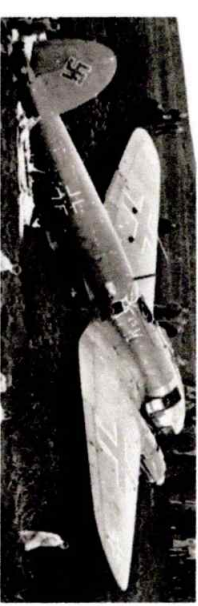
Drem has never been as well known as the airfields of the south of England like Tangmere or Biggin Hill which featured prominently in the Battle of Britain but it has a similarly illustrious history.
Its existence commenced a century ago as a training ground, particularly for the US Army Air Force in WW1.
A few buildings still exist from that time, some still being used for their original engineering function.



WW1 Officers' Mess (today)

The inter war years saw the development of the then redundant buildings into a significant dairy farm by the Chalmers-Watson family.
As WW2 approached the Government took over the area and commenced redevelopment into a front line defence establishment to protect Central Scotland from enemy bombers.

A significant number of raids were repelled by the Fighter Squadrons, particularly 602 City of Glasgow Squadron equipped with Spitfires who shot down the first enemy aircraft to crash on to British soil near Humble.



Enemy action continued. This live action assisted the development of new equipment particularly cannon which eventually supplemented the machine guns on Spitfires. Later in the war the radar tactics used by night fighters were developed and improved.

Also, the design of lighting systems to permit the safe landing of aircraft at night was first developed here. This became known throughout the wartime RAF as the 'Drem' lighting system and was the direct predecessor of the light displays seen at the end of modern runways.

Training continued throughout the war and squadrons were rested from the more frenzied actions elsewhere.



WWII aircraft hangar (today)

At the end of the war the buildings were reused for industrial and commercial purposes and the land for farming. Many of the original WW2 buildings have been significantly modified but a few remain relatively intact.