

# DORNOCH (SLG No.40)

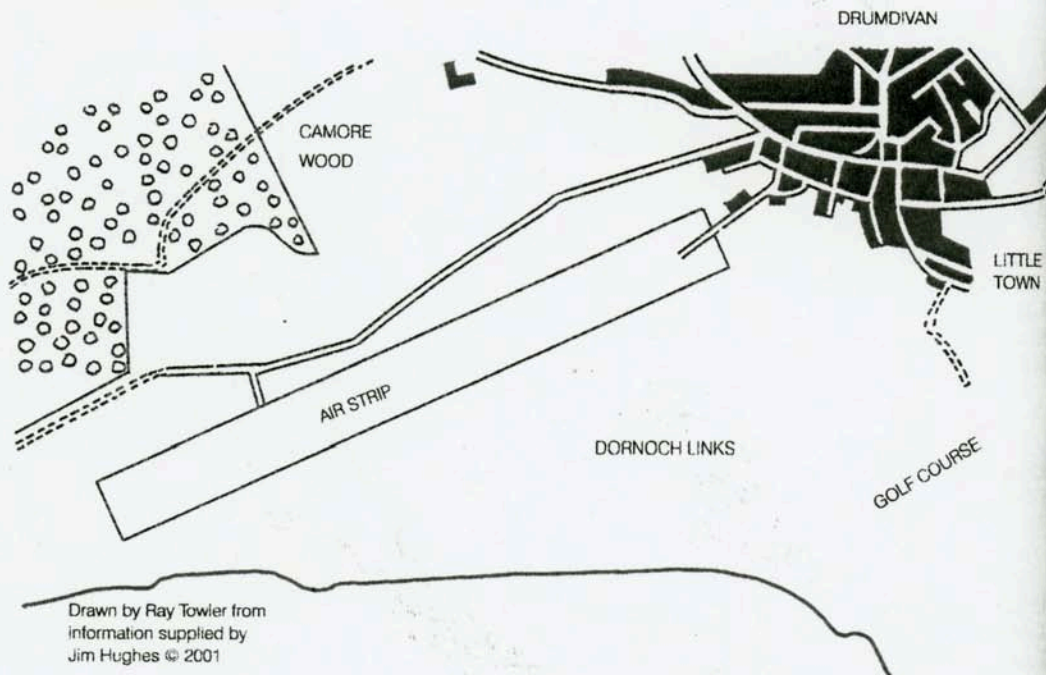
**County/District:** Highland (Sutherland)

**Country:** UK, Scotland

**UTM/Grid:** OS Map 21 – NH800885

**Lat/Long:** N57°52 W04°03

**Nearest Town:**



Drawn by Ray Towler from  
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## HISTORY

Dornoch opened as Satellite Landing Ground No.40 for Kinloss-based No.45 Maintenance Unit on 1 September 1941; the site was part of the golf course (Dornoch Links) on the west side of Drumdivan and overlooking the bay. It had a single landing strip that ran virtually from the outskirts of the village, and aircraft were dispersed on the Links or alongside Camore Wood to the north.

The site was transferred to No.46 MU

(Lossiemouth) on 29 November 1943; this MU specialized in Beaufighters and Lancasters, although some other types were stored here. The peak period of storage was in mid-1944, with ninety aircraft on site in May, increasing to 104 in June and 108 in July. The last aircraft departed in late September 1945 and Dornoch was closed on 30 September, although a small party of airmen remained to de-requisition the site.

## **Dornoch, Highland**

*21/NH800885. ½ mile S of Dornoch*

An unlikely place for an SLG, Dornoch was probably chosen because of the dearth of suitable level areas in this part of Scotland. It was actually sited on a golf course close to the sea shore, preparation cost about £38,000 and effective camouflage was virtually impossible. The Royal Golf Hotel in the attractive little town was taken over to provide billets for the airmen when the SLG, No 40, opened on August 8 1941.

Spitfires, Havocs and Whitleys were among the aircraft types stored here by 45 MU Kinloss. In September 1941, 41 Group Maintenance Command decided to offer the 46 MU SLG at Leanach to Flying Training Command and replace it with Dornoch. The latter was taken over by 46 MU on September 9 1943, who mainly used it for Beaufighter storage. There were 90 aircraft here in April 1944 and in July 108.

When the MU acquired Elgin as 105 SS the role of its SLGs was reversed, with aircraft being prepared for service instead of storage. The last took off on September 27 1945, and the final load of scrap from broken up machines was sent away in time for the closure date of September 30.

The strip was re-established in 1967. Loganair Services to Inverness and Wick were operated in 1972 but proved uneconomic. It is still used occasionally by light aircraft and there is no sign of any wartime buildings apart from a rather odd tin shed near the caravan site.