

TRANSPORTING KINGSTON AIRCRAFT



Sopwith Aviation became an approved aircraft manufacturer to the Admiralty when they delivered their first aircraft by air to Eastchurch from Brooklands in October 1912

Once Sopwith aviation established their factory in Kingston all aircraft left by road. Most aircraft were taken ten miles to the Sopwith flight sheds at Brooklands. Floatplanes were taken directly to Royal Naval Air Service stations around the coast. The Sopwith's solid-tyred Daimler lorry and flat bed trailer is captured delivering a Type 860 floatplane, one of the largest built in Kingston.

Smaller aircraft like these Sopwith Schneider floatplanes often left two at a time for RNAS stations

This picture is taken opposite the roller skating rink in Canbury Park Road close to Kingston Station. This row of cottages can still be seen backing onto the railway line. There is only one record of floatplanes being flown off the Thames at Kingston and that was a test flight.



Wheeled aircraft went to Brooklands for final assembly and flight testing

These pictures show a Sopwith 11/2 Strutter and a composite image of two experimental Sopwith Triplanes sharing the journey to Brooklands, a Hispano-Suiza engined Sopwith Triplane and the extraordinary Sopwith LRTTr.



Sopwith Gunbus production was sub-contracted to Robey and Co. who created this caravan



Hawker Aircraft had its own vehicles as here in the late 1920s loading a Horsley bomber outside the Canbury Park Road factory



Local haulage contractors Dallas and Co were used to parade the Hurricane through the streets of Kingston on VE day in 1945. (left)

A Queen Mary trailer takes a Hawker Sea Hawk through the Market Place on the Coronation Parade in 1953 (right).



Hawker and Hawker Siddeley at Kingston used the corporate blue colour scheme for their low loaders and Queen Mary trailers here seen carrying a Hawker P1127 prototype from the Experimental Shop in Kingston in 1959 (left) and, later, a US Marine Corps Harrier AV8A (right)

