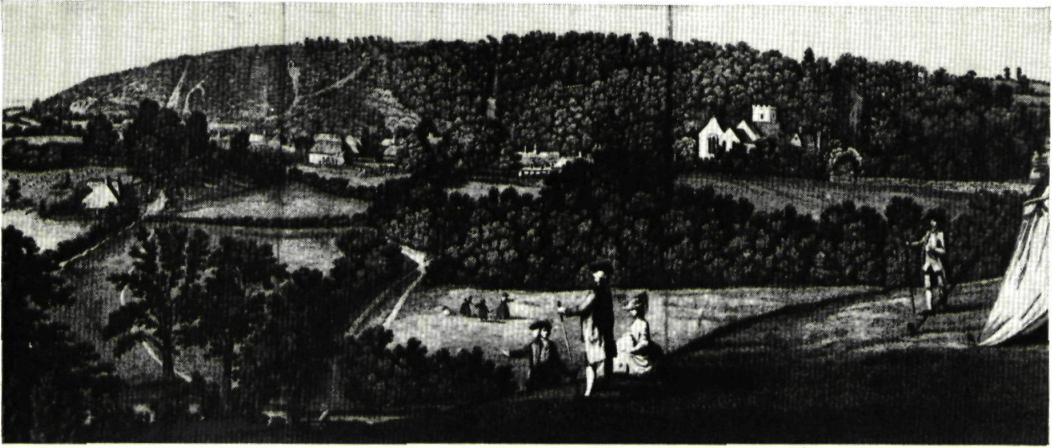


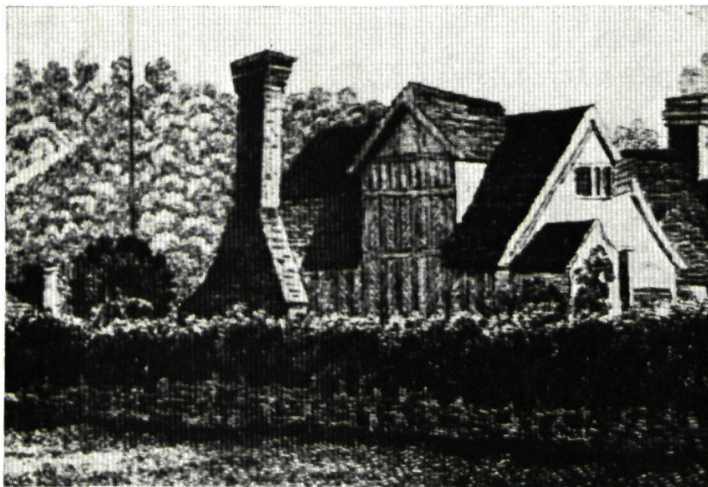
PLATE I



A



B



C

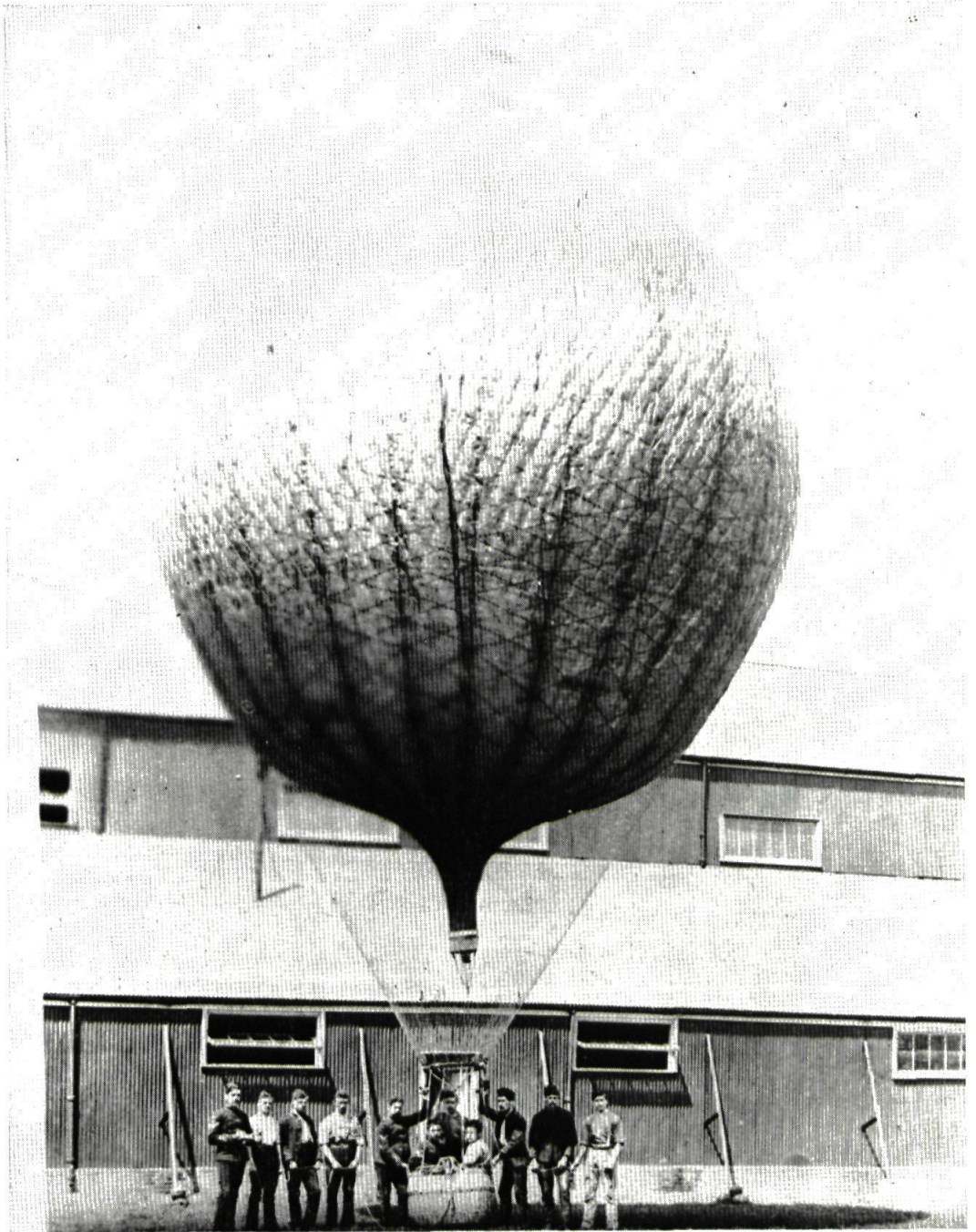
(a) North East view of Selborne from the Short Lythe, 1776.

(b) Temple in the Parish of Selborne.

(c) The Vicarage, Selborne.

Engravings from drawings by S. H. Grimm, in White 1789, Plates I, VIII, VII.

PLATE II



FARNBOROUGH (1): A balloon of the Royal Engineers outside the Balloon Shed of the Balloon Factory at Aldershot, about 1893. (Courtesy United Service and Royal Aero Club)

PLATE III



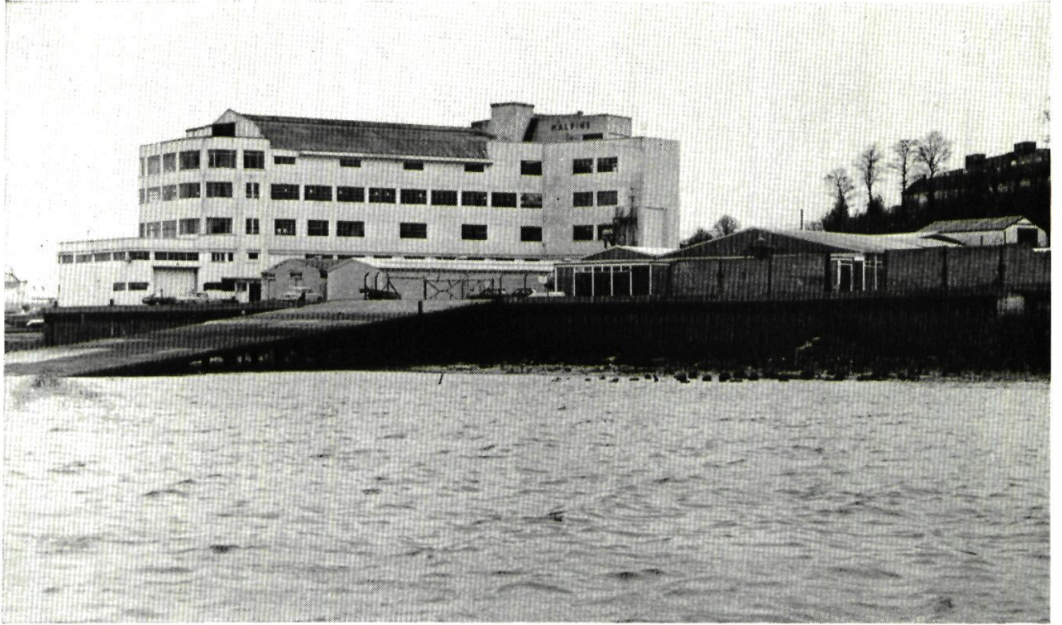
CALSHOT (6): The former Officers' Mess, dating from about 1914. (*Author's photograph, October 1971*)



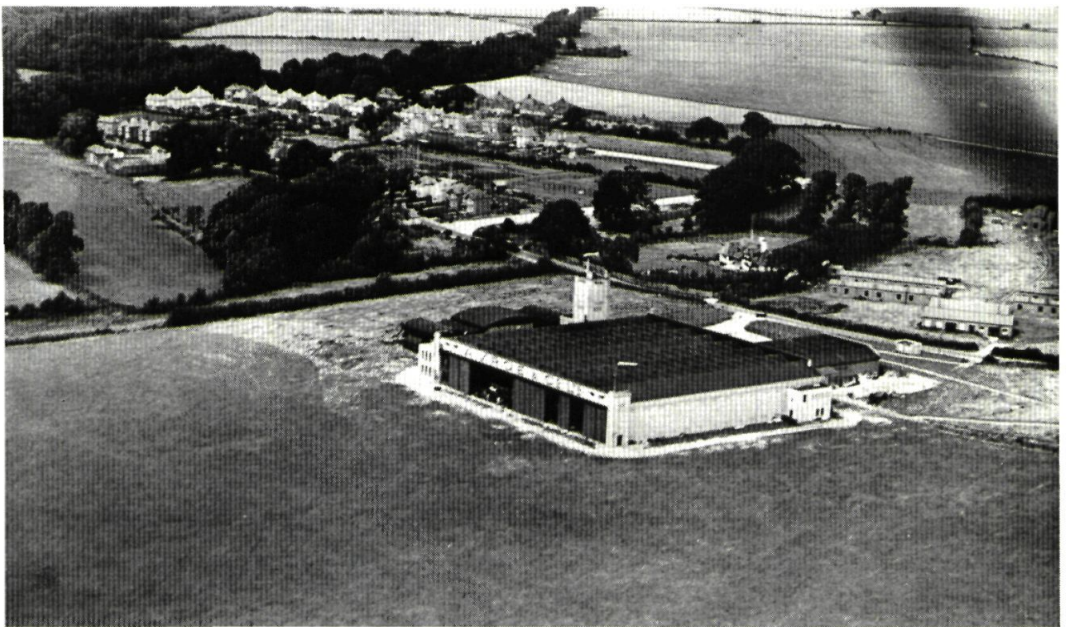
FARNBOROUGH (1): A photograph in March 1973 of the original Balloon Shed of the Balloon Factory, built at Aldershot in 1892 or 1893 and re-erected at Farnborough in 1905/6. The main runway of the modern airfield is seen in the background extending across the site of Laffan's Plain.

(*Crown copyright, courtesy Royal Aircraft Establishment*)

PLATE IV



WOOLSTON (7): The site of the Supermarine factory and slipway, photographed from the Floating Bridge in 1973. The modern block dates from the mid-thirties; the huts in the foreground occupy the area of the works destroyed in an air-raid in October 1940. (*Author's photograph*)



HAMBLE (9): The Avro factory built in 1916, photographed in August 1928. The original airfield in the foreground was still used by the company, but the Hampshire Aeroplane Club used the 'upper aerodrome' which is the large field beyond the houses. (*Aerofilms Ltd. copyright*)



EASTLEIGH (15): Southampton municipal aerodrome in April 1939, looking south-west. On the southern boundary are the large newly-built factory of Cunliffe-Owen Aircraft Ltd. and the smaller Vickers-Armstrongs Ltd. assembly shed. Alongside the main road the dark-roofed buildings are the hangars and buildings of 1918; a recently-built extension between the hangars is clearly distinguished. The large light-coloured hangar built by Southampton Corporation near the northern end was still unoccupied when this photograph was taken. In the foreground are the huts and canvas Bessonneau hangars of the naval air station established in October 1935. These buildings were cleared after the war; all the other buildings shown here were still standing until late 1973 when several of the 1918 huts were demolished. (*Aerofilms Ltd. copyright*)

PLATE VI



EASTLEIGH (15): The main passenger terminal, photographed in August 1971, is housed in one block of the original 1918 hangars. The building in the foreground is of the same vintage. (*Author's photograph*)



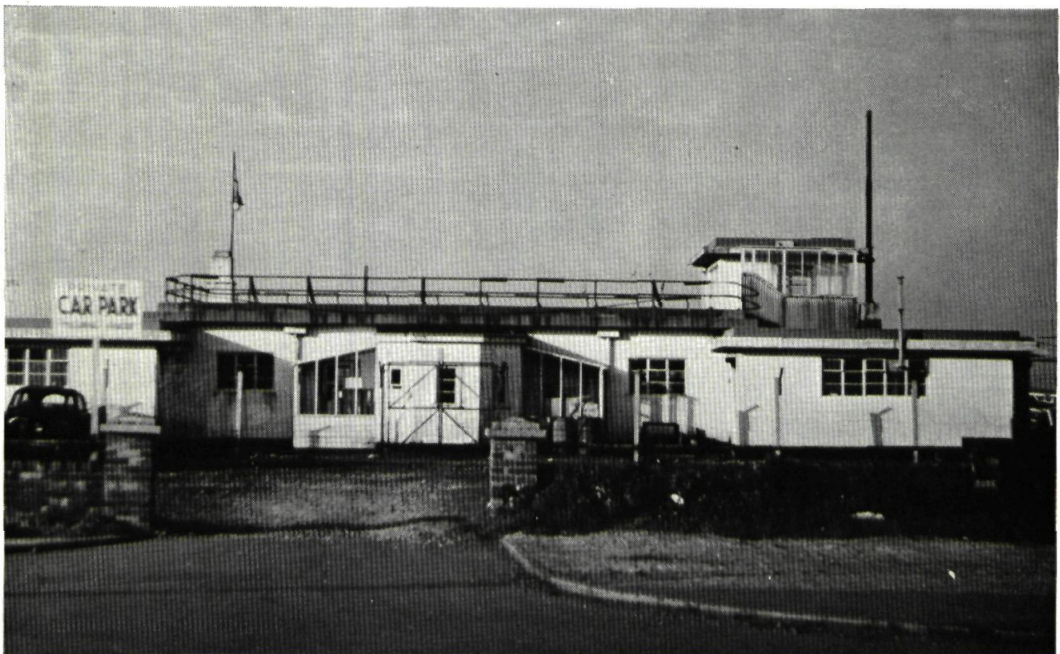
LASHAM (26): A standard T.2 hangar of 1943 vintage, now occupied by the Lasham Gliding Centre. (*Author's photograph, July 1971*)

PLATE VII



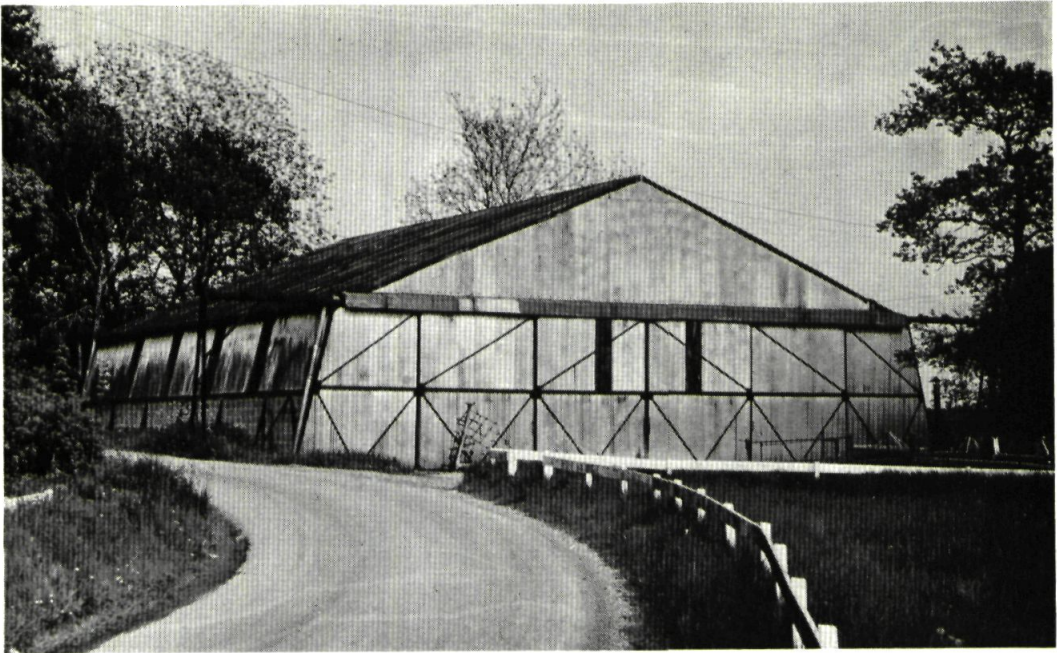
LEE-ON-SOLENT (10): The prototype Vickers-Supermarine Walrus being brought up the slipway about 1935. The building in the background dates back to July 1917 and is still in use, but the traffic lights in the foreground have been replaced by more modern flashing lights to halt the road traffic when the slipway is used by hovercraft.

*(Courtesy J. J. Halley)*



PORTSMOUTH (16): The original terminal building and air traffic control tower of the municipal aerodrome built in 1932. *(Author's photograph, May 1972)*

PLATE VIII



MARWELL (22): A hangar in the woods at the side of the aerodrome used by Cunliffe-Owen Aircraft Ltd. from 1941 to 1945. Now used for agricultural storage. (*Author's photograph, May 1972*)



MARWELL (22): A derelict hangar of the second war on the dispersal aerodrome of Cunliffe-Owen Aircraft Ltd. The line of the main landing strip lies across the centre of this picture. (*Author's photograph, May 1972*)