



PROJECT



BRITISH ENGINEERING AT ITS BEST

Solent Sky's contribution to
Southampton's bid
for City of Culture



Who Are We?

Solent Sky, in various guises such as Southampton Hall of Aviation and Aeronautica, has served the city of Southampton as a charity and independent museum for over 45 years.

The museum has an enviable record depicting the fascinating aviation heritage of the area along with Southampton's industrial past.

Open 7 days a week, the museum has only closed its doors to the public once during exceptionally bad weather and again during the Covid-19 emergency.

Building on the success of Solent Sky, the trustees now wish to enlarge the museum and embrace more of the industrial heritage of the Solent area.





Existing Museum

This is the new extension

New Extension

New Public Entrance

Lightship Cafe

Tram Workshop

The trustees have thoroughly investigated the possibilities of relocating the museum to another more prominent site in the city where there would be a greater footfall. Having been unsuccessful in these endeavours, the trustees are convinced that enlargement on the museum's present site in Albert Road is a realistic and exciting option.

The trustees are mindful that this option would mean that there would be no capital receipts from the sale of the site, and therefore the cost of this expansion programme would have to come from a major fundraising initiative.

This being the case, and to keep the likely costs of development to a minimum, it is thought that a simple extension of the existing museum structure would be the most cost-effective plan.



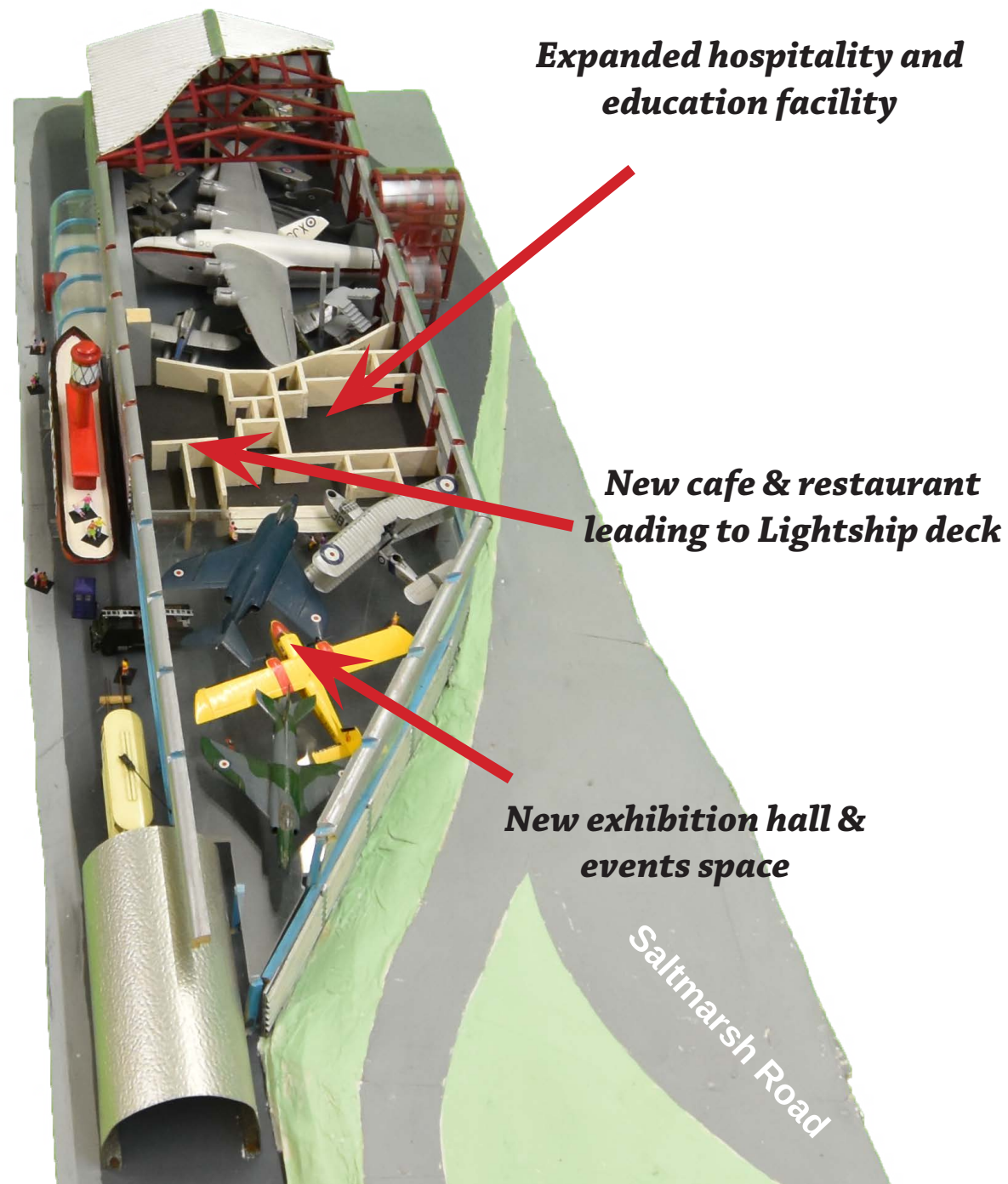
The Vision

A two storey extension is envisaged spanning the existing car park. This arrangement would require no additional land beyond that which is enshrined in the present 100 year lease between Southampton City Council and Solent Sky Ltd.

The first floor of the new extension will house Solent Sky's extensive reserve collection of aircraft and artefacts, thus giving an additional 514 square meters of display area.

The walls of this floor will be glazed giving a stunning view of the displays from the higher road level of Saltmarsh Road and the entrance to the city from the east over the Itchen Bridge. This view will be particularly interesting at night when the exhibits are floodlit.

The existing car park will become the ground floor of the new extension with a ceiling height of six meters and offering an additional 763 square meters of events area. This new undercover space will be suitable for events such as antiques fairs, car shows, markets, etc.





This is a real museum experience



These proposals will benefit the museum and provide a much-needed income stream and attractive corporate entertainment facility.

At present the museum is a half-day visit for members of the public. To prosper Solent Sky must become a destination and a full-day's exciting experience, with the additional capacity to meet demand for corporate and educational events.

It is hoped to double the size of the visual displays, and along with the introduction of the Lightship café the museum will become a great day out for the family, and one to remember.





The new exhibition will be...

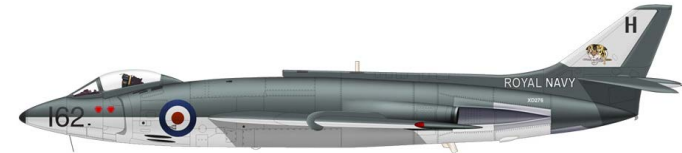
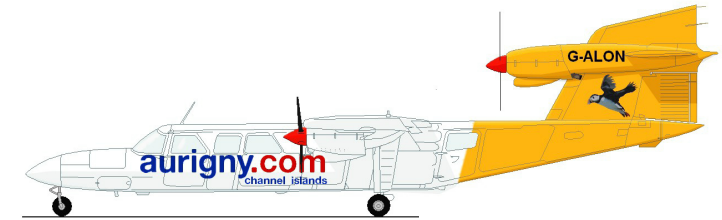
The **Britten-Norman Trislander** is an 18-seat three-engined piston-powered utility aircraft **produced in the 1970s and early 1980s on the Isle of Wight**. Trislanders have operated all over the world, particularly on island-hopping routes, and the aircraft were a popular and familiar sight in the air over Southampton and the Channel Islands.

The **Supermarine Swift** is a single-seat jet fighter aircraft that was developed and **manufactured in Southampton during the 1940s and 1950s**. The Swift featured many jet age innovations, such as a swept wing. On 26 September 1953, a Swift F.4 piloted by Commander Mike Lithgow broke the world absolute speed record, reaching a speed of 737.7 mph, thus making the Swift the world's fastest aircraft. The Swift entered service as an interceptor aircraft with the RAF in 1954, and later became highly successful as a low-level photo-reconnaissance aircraft.

The **Supermarine Scimitar** is a naval strike aircraft which was operated by the Royal Navy Fleet Air Arm, and was **the final aircraft to be designed and built in Southampton**. The prototype flew in January 1956 and production aircraft saw service with the Royal Navy from 1958 until 1969. The Scimitar was one of the most advanced aircraft of its time, and was the first Royal Navy aircraft to carry nuclear weapons.

The **Supermarine Walrus** is an amphibious biplane reconnaissance aircraft **built in in Southampton and first flown in 1933**. Designed as a fleet spotter to be catapult launched from cruisers or battleships, the Walrus was later employed in other roles, notably as a rescue aircraft for aircrew in the sea. The Walrus continued in service throughout the Second World War with many air forces, and it was the first British squadron-service aircraft to incorporate in one airframe a fully retractable main undercarriage, completely enclosed crew accommodation and all-metal fuselage.

In addition, many other artefacts and vehicles will be included in the new exhibition. Available heritage assets include a Southampton-built **HCB Angus Fire Engine**, a **Thompson Refueller** and a **David Brown Tractor Aircraft Tug**.



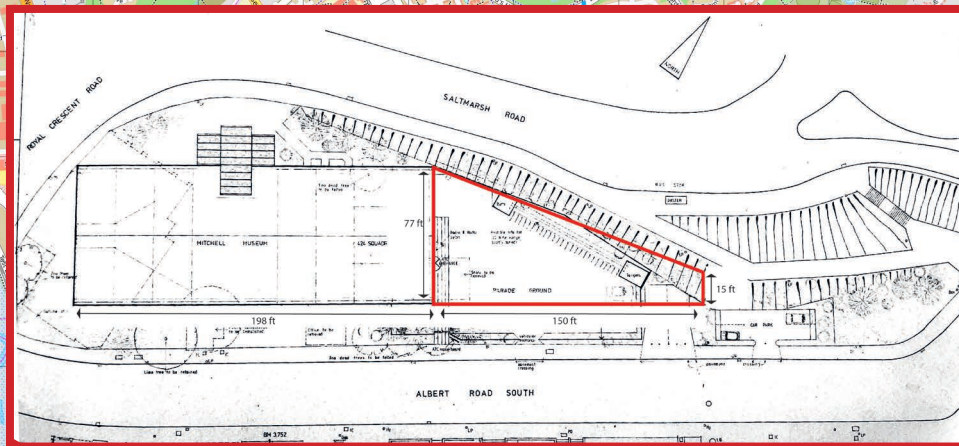
We are a community asset
Supporting many voluntary groups

**Southampton
Tram
Preservation
Society**

**Calshot Spit
Lightship
Society**

**Hampshire
Police &
Fire Trust**





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