



UNION OF SOVIET SOCIALIST REPUBLICS (now Russia)

In 1941, President Joseph Stalin issued an order to create three women's air force units. One of these, the 588th Night Bomber regiment, was made up primarily of female volunteers in their late teens and early twenties. Over the next three years, the regiment flew 23,672 combat sorties, damaging or completely destroying 17 bridges; nine railway lines; two railway stations; 26 warehouses; 12 fuel depots; 176 armoured cars; 86 pillboxes and 11 searchlights. An attack technique of the night bombers was to idle their engine near the target and glide to the bomb release point, with only wind noise left to reveal their location. German soldiers likened the sound to broomsticks and named the pilots "Nacht Hexen" (Night Witches).

HANGAR 5

KENYA

The De Havilland DH51 registered as G-EBIR, was the first registered aircraft in Kenya after being bought to Mombasa by John Carberry in 1926. It served in Kenya for 40 years before being shipped back to the UK and our Collection. There was only 3 ever sold as the restraints around buying an aircraft at the time, meant more economic aircraft quickly replaced this design. Our DH51 is only one of the three which is airworthy.



HANGAR 6

NEW ZEALAND

The Avro Anson C19 is one of the most widely used aircraft due to it being the a mainstay of "The Plan", a massive joint aircrew training programme including Canada, Britain, Australia and New Zealand. New Zealand operated 23 Ansons as navigation trainers during the Second World War and as communication aircraft after the war. Bill Reid in New Zealand restored an Avro Anson Mark 1, making it the only airworthy Mark 1 in the world. It was sold in 2024 to RAF Station Czechoslovakia in the Czech Republic.



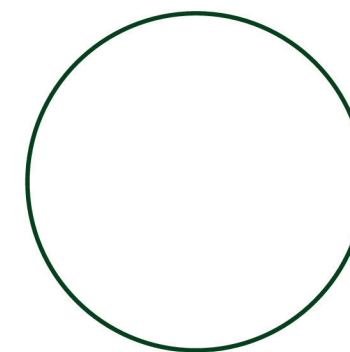
AROUND THE WORLD COLLECTION TRAIL

Take a trip around the World of Aviation Pioneers through our exhibits.
Spot the flags hanging in the Hangars.



1. How many of the flags you see today have the same colours as our Union Flag?
2. Which flag has the most stars on it?
3. Which is your favourite flag?

When you have finished, take this completed trail sheet back to the Visitor Centre to collect your reward.



Trails at Shuttleworth www.shuttleworth.org/trails

HANGAR 1



JAPAN

In 1909, the Japanese Army sent Captain Yoshitoshi Tokugawa to France to study aeronautical engineering and military applications for the use of aircraft in combat. The purpose was for him to learn to fly and to purchase suitable airplanes so they could establish an air force.

On 19 December 1910, Tokugawa flew Japan's first successful powered aircraft flight. On April 23, 1911, by then a twenty-seven-year-old first lieutenant in the Japanese engineer corps, he set a Japanese record with a Blériot XI, like the one you see before you, flying 48 miles in 1 hour 9 minutes 30 seconds. Tokugawa is known in Japan as "the Grandfather of Flight".

ENGLAND

Richard Shuttleworth began this Collection in 1928. He was an aviation pioneer in that he was the first person to try and rectify the fact that the very oldest aeroplanes were just being scrapped or, rarely, put in museums. He felt it would be much easier to engage and inspire people with the history of aviation if these fragile contraptions were maintained and displayed where they were designed to operate – in the air. This caused a sensation, such as at a Royal Aeronautical Society Garden party in 1936 when the appearance of the latest 300mph RAF fighters was eclipsed by Richard flying his 1909 Blériot and 1910 Deperdussin. No one could believe how far flying had evolved...



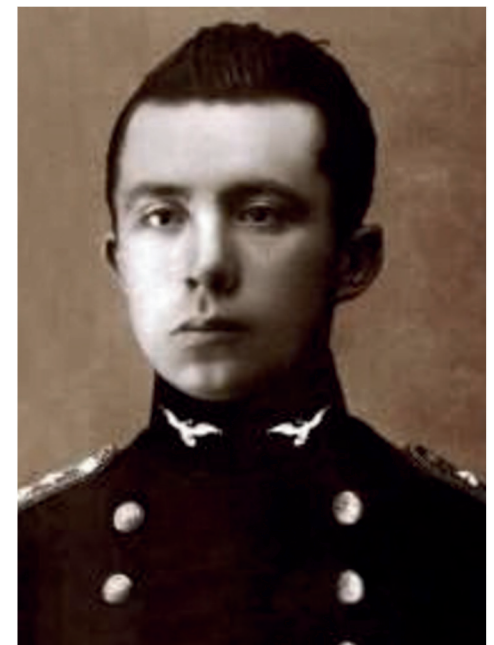
JAMAICA

William Robinson Clark made history when he became the first black pilot to fly for Britain during World War I. On the outbreak of war, 'Robbie' Clarke paid his own passage to Britain joining the Royal Flying Corps (RFC) on 26 July 1915. In December 1916 he was accepted for pilot training in England. On 26 April 1917, Clarke won his 'wings' and was promoted to Sergeant. In 1917 when on a photographic mission, Clark was hit in the spine by an enemy bullet but managed to get both him and his observer back to base. A similar thing happened to the pilot of our SE5a, Major Charles Pickthorn. Early on in the war, as observer in a BE2c, he had to climb out onto the plane's wing to lean in to the cockpit to take control from his injured pilot and fly home...

HANGAR 2

CHILE

Teniente Dagoberto Godoy is a national hero in Chile. For many years, the enormous Andes mountains were seen as a virtually impenetrable barrier between Chile and Argentina. On December 12, 1918 Godoy crossed from Chile to Argentina in a Bristol M.1C, just like our own, reaching an altitude of 6,300m, where the temperature fell as low as twenty degrees below zero. What makes the feat more remarkable is that Godoy achieved it without the aid of oxygen! The occasion was also recognised by the Argentine government, who made Godoy an honorary member of the Argentinian air force.



HANGAR 3

POLAND

The BOFORS 40mm wz. 36 anti-aircraft gun was a variant of the original Swedish design, licensed and produced in Poland before the start of WW2. The main difference was a lower, semi-fixed carriage, making it less mobile and more designed to stay put and defend essential facilities. As well as being anti-aircraft, due to this guns range, they were used as anti-tank defences. There could be up to 9 staff to assist with operating the gun at one time. One to control the direction, one the height, one to look down the sight, a loader, an ammunitions officer, a converter, a handover and two tractor drivers.



HANGAR 4

AFGHANISTAN

In 1938 the Afghan Airforce acquired 20 Hawker Hinds from Britain. 8 of them were new and the rest were ex-RAF and they were still in service as part of the air force up to 1956. In 1968 one was offered to the RAF Museum and a second to the Shuttleworth Collection. The retrieval of the Collection's specimen was only made possible through the initiative of Bill Collard, an SVAS member, who persuaded the senior management of the Ford Motor Company (where he was also a manager) to use the 6,000 mile journey as a pre-service shakedown trial for a new model truck. With the considerable help of Vernon Maitland of Excelsior Coaches the retrieval was successfully completed in 1971.

