



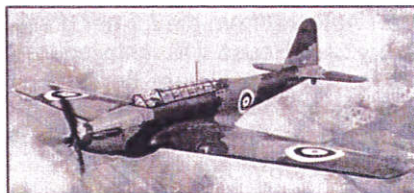
## Welcome to Shobdon Airfield Home of the Herefordshire Aero Club Ltd

### The Origins of Shobdon Airfield

With the declaration of war in September 1939, one of the first priorities of the British High Command was to secure even the remotest regions of the country against any invasion plans which Hitler might already have.

With this in mind, all private airfields were either requisitioned by the War Office or closed down altogether. Additional sites were still urgently needed however and in the summer of 1940 one new airfield did appear on an area of flat land mid-way between the villages of Pembridge and Shobdon in north Herefordshire. Originally called Pembridge Landing Ground and opened without hard surface runways, the airfield became operational immediately when No. 8 Anti-Aircraft Co-operation Unit moved in with Westland Lysander and Fairey Battle aircraft to support Army manoeuvres.

In 1941 it was decided to start upgrading Pembridge Landing Ground to the status of a proper airfield and construction of a massive triple width runway and additional airfield buildings was started and completed by May 1942. The site had also been given a new name – **Shobdon Airfield**.



Fairey Battle

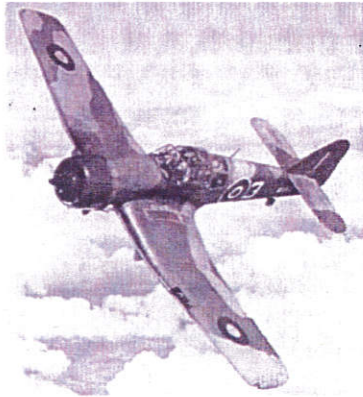


Westland Lysander

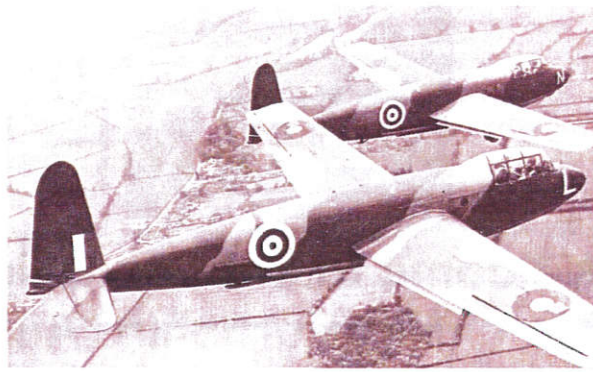
The purpose of the extra wide runway became apparent in July 1942 when No 5 Glider Training School moved in with Miles Master II tugs and Hotspur Troop Carrying Gliders, to commence a programme of glider pilot training. The Miles Masters were converted for their new gliding towing role by having the bottom of their rudders cut away to allow the fitting of a tow hook.

Troop carrying gliders were used as an alternative to parachutes for landing soldiers at precise locations within a battle zone. The all wood and fabric Hotspur glider could carry a pilot and eight fully equipped infantry men into battle but in practice the Hotspur was only used as a basic trainer and the pilots then went on to fly actual missions in the larger Horsa, Waco and Hamilcar gliders.

Altogether 1,345 pilots, 291 gliding instructors and 218 tug pilots were trained at Shobdon during World War II and they saw action in the major airborne operations, including the landings on Sicily and the Normandy beaches (D-Day), and the battles of Arnhem and the Rhine. No 5 Glider Training School also holds the record for the number of day and night glider training missions with 96,925 separate glider launches up to 1945.



**Miles Master II**



**Hotspur Glider**

No. 5 Glider Training School finally disbanded on 18th October 1945 and Shobdon saw its last war aircraft depart in November 1945. With the departure of No. 5 GTS the airfield became a detached unit of No. 25 Maintenance Unit. All flying activity ceased, the huge runway was allowed to become clogged with mud and weeds. The aircraft hangars were being used as storage space for surplus Army equipment, and many of the buildings were left to decay.

Throughout the 1950s attempts were made to convince the MOD that civil flying at the site would be an economic and social success – but to no avail. Then in the summer of 1961 after battling through a huge amount of red tape, members of the newly formed Herefordshire Aero Club, gained permission from the Air Ministry to use the easterly end of the runway and one of the hangars.

Throughout this period the Club was able to operate an Auster Autocrat from the former grass landing area at the southern end of the airfield and a temporary Club House was installed in the old wartime control tower. In April 1962 the Auster was at last permitted to use the main runway and the Aero Club began to enrol members from the general public. Since its formation in 1961, Herefordshire Aero Club has been true to its aim of 'Promoting Flying'. The Club has continued to enrol members from all walks of life and the current membership stands at a healthy 300 members..

Shobdon Airfield, managed by the Aero Club since 1993, has a reputation for being one of the friendliest venues in the country and the Club firmly believes that flying can be both accessible and affordable. As a members Club, all profits are reinvested, enabling Herefordshire Aero Club to offer some of the best aircraft and airfield facilities available anywhere in the UK, and at the lowest possible rates – now and in the foreseeable future.

Trial Lessons are available throughout the year (usual costs apply) and can be taken at a time and day to suit you (subject to availability). Trial Lessons Vouchers can be bought over the telephone, by post, through the Club website or in person.

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*Who knows it might just change your life*





## PRICE LIST – 1<sup>st</sup> February 2016

### Trial Lessons

A trial lesson from Herefordshire Aero Club offers a real opportunity to experience the controls of a light aircraft whilst enjoying the magnificent Marches countryside. You choose when to fly; we might have a 'slot' available today, or book a short while in advance to secure your preferred time.

If the weather turns out bad or the visibility is poor we'll re-arrange it to suit you. We want you to have a memorable and enjoyable time.

A trial lesson is also a novel gift idea for a special occasion and available for various durations. With an excellent cafe and viewing area, the 'non flyers' won't be left out either.

Trial lessons:	30 minutes	42 minutes	1 hour
Cessna 152 (instructor + 1)	£79.00	£114.00	£154.00
Piper PA-28 Archer II (instructor + 3)	£99.00	£139.00	£189.00

(All vouchers issued by Herefordshire Aero Club Ltd have a maximum validity of 12 months)

### Flight Training

At Herefordshire Aero Club we believe in making flying affordable, but low prices shouldn't be confused with low quality. We own all our aircraft, we purchase fuel direct from Air Total, have an in-house CAA Approved M3 Maintenance division and even manage Shobdon Airfield. All these factors help contribute to some of the lowest prices in the country whilst maintaining the highest possible standards.

All times are 'Hobbs Times'. The 'Hobbs' meter measures the time that the engine is running. This means that you don't pay for the aircraft while it's parked, or even whilst you are settling in and making yourself, and others, comfortable.

The Hobbs Meter measures in decimals to the nearest 10<sup>th</sup> of an hour. Although we quote hourly rates, you can fly for as long as you wish and will be charged to the nearest 10<sup>th</sup> as indicated on the meter.

In Club aircraft there are no home based landing fees, an important consideration, especially whilst learning, where you may be carrying out up to six landings and take-offs an hour during some stages of your training.

Cessna 152 £150.00      Piper PA28 Warrior II £170.00      Piper PA28 Archer II £185.00

### Aircraft Hire

Having achieved your PPL, then hiring an aircraft becomes an attractive proposition. Again, all are charged according to the 'Hobbs' meter, and include fuel and home based landing fees.

As a PPL, you may wish to join our 'Syndicate scheme'. For a standing order of just £20 per month, or £26 to include the PA28, substantial discounts can be enjoyed. In addition, as a 'syndicate' member you benefit from future training charged at the PPL rate rather than the full instructional charge.

Aircraft hire:	PPL hire rate	Syndicate rate
Cessna 152	£120.00	£99.00
Piper PA28 Warrior II	£140.00	£119.00
Piper PA28 Archer II	£155.00	£134.00





# TRIAL FLIGHT

APPROX. COVERAGE AREA

