



...to this



**THE LIGHT AIRCRAFT COMPANY**  
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N52 51-65	E000 54-57	<b>LITTLE SNORING</b>	196 ft AMSL		
3 nm NE of Fakenham.		CLN 114-55 354 61-4.	OTR 113-90 147 62	NH 371-50 304 20-5	
c/s Little Snoring Radio 118-125 – Not always manned. Recommend contact Marham APP 124-150 on weekdays.					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
07/25	494x23	Asphalt/Concrete	Unlicensed		Nil.
<b>Op hrs:</b> Strictly PPR. SR-SS					
<b>Landing Fee:</b> Donations for runway maintenance in box provided please.					
<b>Hangarage:</b> The Light Aircraft Company Ltd			<b>Customs:</b> Nil		
<b>Maintenance:</b> The Light Aircraft Company Ltd 01328 878809					
<b>Remarks:</b>					
Land and take-off on runway only. Circuits LH at 800 ft aal.					
<b>Warning:</b> Uncontrolled vehicles often on the airfield.					
<b>Noise Abatement:</b> Avoid overflying villages and habitation in vicinity of the airfield.					
<b>Taxi:</b> Courtesy Cabs Tel: 01328-855500					
<b>Fuel:</b> 100LL Monday to Friday 8.30 to 5pm Weekends by arrangement with TLAC			<b>Visiting aircraft at owner's risk</b>		



THE LIGHT AIRCRAFT COMPANY

# Take control



and build *your own* Sherwood Ranger

Designed by Tom Evans Design www.tomevansdesign.co.uk 01603 628668



From this...

## Real Pilots Needed!

Does the classic biplane inspire you to fly, but the cost of flying such a beast bring you back down to earth with a bump?

Then the Sherwood Ranger is the aircraft for you, a 2 seat sporting biplane which offers an open cockpit adventure like no other.

Designed in the 80's by the late Russ Light the Sherwood Ranger had to meet the certain criteria:-

- Easy to build
- Have classic timeless styling
- Get in and out of very short strips
- Must perform and put a smile on your face every flight
- Have low running costs
- Have folding wings to reduce hangarage
- Be trailerable to eliminate hangarage
- Must take no more than 5 minutes to rig from the trailer

And meet those criteria it does, and more. The taildragger design biplane layout is phenomenally strong, and will withstand rough treatment both in the air and on the ground and the classic look will appeal to everybody and not be subject to the whims of fashion.

Now the Sherwood Ranger is available as either a Microlight (ST) or Category A (XP) aircraft, manufactured by The Light Aircraft Company using the latest Cad/Cam manufacturing processes.

...to the satisfaction of building and flying your own plane.

Have a look at our website for the complete picture

[www.g-tlac.com](http://www.g-tlac.com)

**Engines:** - The range of engines for either model encompasses Rotax, Jabiru, BMW, Hirth and others from 60 to 100hp.

**Fuel system:** - Re-engineered to carry 41 fully useable litres.

**Airframe:** - construction is from aircraft grade aluminium tube and plate, which weighs half that of a similar airframe of 4130 steel, aircraft grade plywood, AN nuts and bolts and high tensile "Pop" rivets are used throughout. Lightweight composite components are used for cowlings, turtledeck, wing tips, wing roots, and optional headrest, these provide a professional finish whilst keeping the build time down.

**Controls:** - All controls have been designed to be balanced, light and positively stable in all axis, the use of straight cable runs, aircraft grade ball joints ensures smooth operation and the differentially rigged frise ailerons provide crisp response with minimal adverse yaw. Dual controls are standard apart from the heel brakes, which are rear cockpit only.

**Landing gear:** - Is designed for farm strip use. Its rugged design, oversize tubes and forgiving bungee suspension take those tough landings in its stride. The tailwheel can either be steerable or fully castoring.

**Wing fold:** - It takes 5 minutes from trailer to pre-flight inspection. No controls are disconnected in the process.

**Weights:** - MTOW 450kgs, typical empty weight with Rotax 582 is 214kgs leaving a payload of 236kgs

*If you have a passion for a classic aircraft or just a desire for a timeless aircraft the Sherwood Ranger is what you are looking for.....*

