

Welcome to the Spartan G-ABYN campaign

# SOLENT AVIATRIX



# Pauline Gower & Dorothy Spicer



Their Spartan 3-Seater G-ABKK

The logo for Solent Aviatrix features the words "SOLENT AVIATRIX" in a stylized, blue, serif font. The letters have a textured, almost crystalline appearance. The text is centered within a rectangular frame that has a background of soft, white clouds against a light blue sky.

# SOLENT AVIATRIX

It began with a website dedicated to 1930s women pilots

Associated with the Isle of Wight and South Coast

Especially Dorothy Spicer

First fully qualified female aero engineer in the world

She trained in secret at Saunders Roe, Cowes

On Spartan bi-planes at Somerton

# Dorothy Spicer



1930s Pioneer Aviator  
Chief Engineer for flying  
circus

Pauline & Dorothy - 1<sup>st</sup> all  
female Air Ambulance  
Crew

WW2 – Test Engineer at  
R.A.e Farnborough

Dorothy Spicer Memorial  
Award for advances in  
aircraft engineering

# 1930s Spartan advertisement

## SPARTAN AIRCRAFT LTD.

### SPARTAN SEAPLANES



**1000  
THE SPARTAN  
3-SEATER**

**T**HE 3-seater is unique amongst British light Aircraft in success is due to an ingenuity of design which enables it to provide exceptional comfort and protection with little sacrifice of performance and some of strength. The pilot is in a single set cockpit, and the passenger's cockpit is so designed that the two cockpits can both face forward or transverse facing each other. The cockpits are roomy, and if desired, dual control can be installed for instructional purposes.

The high aerobatic institute of streamlining of 1400 lbs. and the special high lift section wings, ensure a good performance with either Gipsy II or Hermes II engines. The Spartan 3-seater is also available as a cabinless and has been successfully employed as a skybus.

Aircraft and private firms who adopt the Spartan 3-seater, will possess a machine which can carry double the payload in passenger at the same flying cost as an ordinary 2-seater machine, while it does not require the same outlay as specialist types of aircraft.

**"ARROW" SEAPLANE.** One of the most experienced seaplane pilots in this country (who is an ace connected with this Firm) has reported that "the machine handled very well on the water at all speeds, was very clean taking off and landed easily. It is extremely stable in all ways at all reasonable speeds in flight." His conclusion by stating that he liked the machine very much is it is almost five times vibration, does not change when appreciably with engine throttle, and the cockpit is comfortable.

**2-SEATER SEAPLANE.** Spartan 2-seater Seaplanes are in use for training, touring and taxi work, and have proved to be most economical in running costs, while the robust construction has ensured trouble-free maintenance.



**THE "ARROW"**

**1111**

**T**HE Spartan "Arrow" is a robust light seaplane of good performance and easy flying qualities. It possesses a steep angle of climb, a short landing run and exceptional control down to the stall, which, with normal loading, occurs at 35 m.p.h. The cockpits are placed to give a maximum of comfort and protection. Even, draught together with a good range of view. The Gipsy II, Hermes II or Gipsy I engine may be fitted.

Robust construction, simple maintenance, low landing speed and exceptional control at "stalling point," are virtues that particularly appeal to the private owner and flying school operators.

The normal certificate of airworthiness has been granted for the high figure of 4,750 lbs. and the maximum certificate for 4,300 lbs. The former figure allows a generous margin of safety even with pilot, passenger and heavy baggage.

Full details of performance with the various engines are given elsewhere.

**1111**



# Spartan Bi-planes Arrow & Three-Seater

## PERFORMANCE.....!

### SPARTAN



### "ARROW"

**PRINCIPAL DIMENSIONS.**

|             |             |
|-------------|-------------|
| Span        | 37' 0"      |
| Length      | 25' 0"      |
| Height      | 8' 0"       |
| Wing folded | 8' 0"       |
| Wing area   | 354 sq. ft. |

**DETAILS OF WEIGHTS.**

| Items                      | Class II |         | Standard |         | Class I |         |
|----------------------------|----------|---------|----------|---------|---------|---------|
|                            | Basic    | Maximal | Basic    | Maximal | Basic   | Maximal |
| Weight empty, lbs.         | 1,100    | 1,200   | 1,200    | 1,300   | 1,300   | 1,400   |
| Fuel (20 gal. tank)        | 100      | 100     | 100      | 100     | 100     | 100     |
| Oil (2 gal. tank)          | 20       | 20      | 20       | 20      | 20      | 20      |
| Landing gear, etc.         | 100      | 100     | 100      | 100     | 100     | 100     |
| Total weight, lbs.         | 1,320    | 1,420   | 1,420    | 1,520   | 1,520   | 1,620   |
| Wing loading, lbs./sq. ft. | 3.74     | 4.00    | 4.00     | 4.28    | 4.28    | 4.58    |
| Power loading, lbs./hp.    | 13.0     | 14.00   | 14.00    | 13.8    | 13.8    | 13.0    |

**APPROXIMATE PERFORMANCE**

**AS SEAPLANE (GIPSY II)**

Area wing-weight of 1 sq. ft. 100 lbs.

Rate of Climb at sea level 600 ft. min.

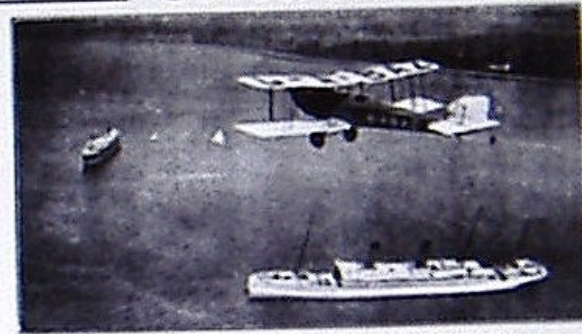
Take-off time (14 m.p.h. wind) 10 sec.

Stalling speed 48 m.p.h.

Top speed 98 m.p.h.

| Items                                  | Class II |         | Standard |         | Class I |         |
|--|----------|---------|----------|---------|---------|---------|
|  | Basic    | Maximal | Basic    | Maximal | Basic   | Maximal |
| As fully loaded weight of this         | 1,320    | 1,420   | 1,420    | 1,520   | 1,520   | 1,620   |
| Top speed m.p.h.                       | 100      | 105     | 105      | 110     | 110     | 115     |
| Stalling speed                         | 48       | 50      | 50       | 52      | 52      | 55      |
| Rate of climb, ft./min.                | 600      | 650     | 650      | 700     | 700     | 750     |
| Rate of climb sea level, ft./min.      | 600      | 650     | 650      | 700     | 700     | 750     |
| Time to 5,000 ft. min.                 | 15       | 14      | 14       | 13      | 13      | 12      |
| Range, with 10 gal. tank, miles, open  | 200      | 200     | 200      | 200     | 200     | 200     |
| Range, with 10 gal. tank, cruise, open | 400      | 400     | 400      | 400     | 400     | 400     |

### SPARTAN



### THREE-SEATER

**DETAILS OF APPROXIMATE WEIGHTS AND PERFORMANCE**

|                                 |                |
|---------------------------------|----------------|
| Span                            | 37' 0"         |
| Length                          | 24' 0"         |
| Height                          | 8' 0"          |
| Wing folded                     | 8' 0"          |
| Wing Area                       | 340 sq. ft.    |
| Top Speed                       | 100 m.p.h.     |
| Landing Speed                   | 48 m.p.h.      |
| Take-off                        | 10 sec.        |
| Landing Run                     | 100 yds.       |
| Rate of Climb                   | 600 ft. min.   |
| Climb to 5,000 ft.              | 15 min.        |
| Climb to 10,000 ft.             | 35 min.        |
| Service Ceiling                 | 15,000 ft.     |
| Weight empty                    | 2,200 lbs.     |
| Fuel (20 gal.)                  | 100 lbs.       |
| Oil (2 gal.)                    | 20 lbs.        |
| Useful load (Standard category) | 475 lbs.       |
| Wing Loading                    | 7 lbs. sq. ft. |
| Power loading (Average)         | 15 lbs. h.p.   |

**AS SEAPLANE**

(As all-up weight, 4,000 lbs.)

Rate of climb at sea level 600 ft. min.

Top speed 98 m.p.h.

Take-off time (14 m.p.h.) 10 sec.

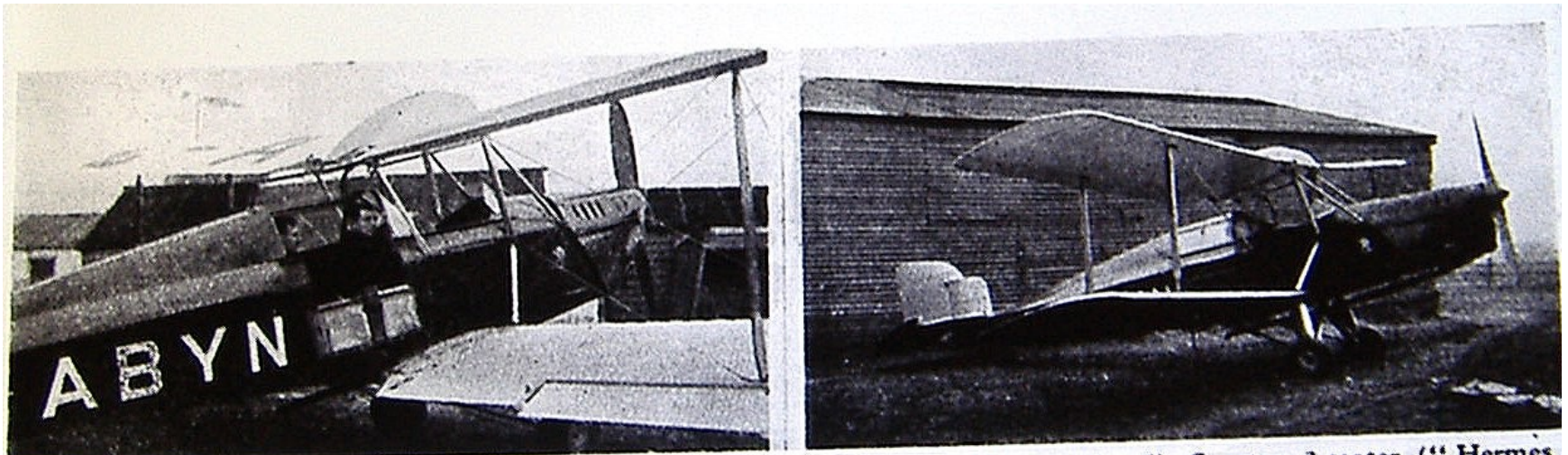
Landing Speed 50 m.p.h.

**ALSO SUPPLIED AS SKIPLANE**

# Air Show at Somerton 1932



# G-ABYN first owner Mr. Westhead of Heston on August 1932



FOR THE PASSENGERS' COMFORT : The above Coupé top fitted to Mr. Westhead's Spartan 3-seater ("Hermès IV") by the Hendy Aircraft Co. at Shoreham has resulted in a 3 m.p.h. speed increase. The factory specialises in work like this and certainly turns out a very good job.



Irish owner - Robert A. Clarke of Co. Tipperary, Ireland  
Registered in Eire 1938 as EI-ABU

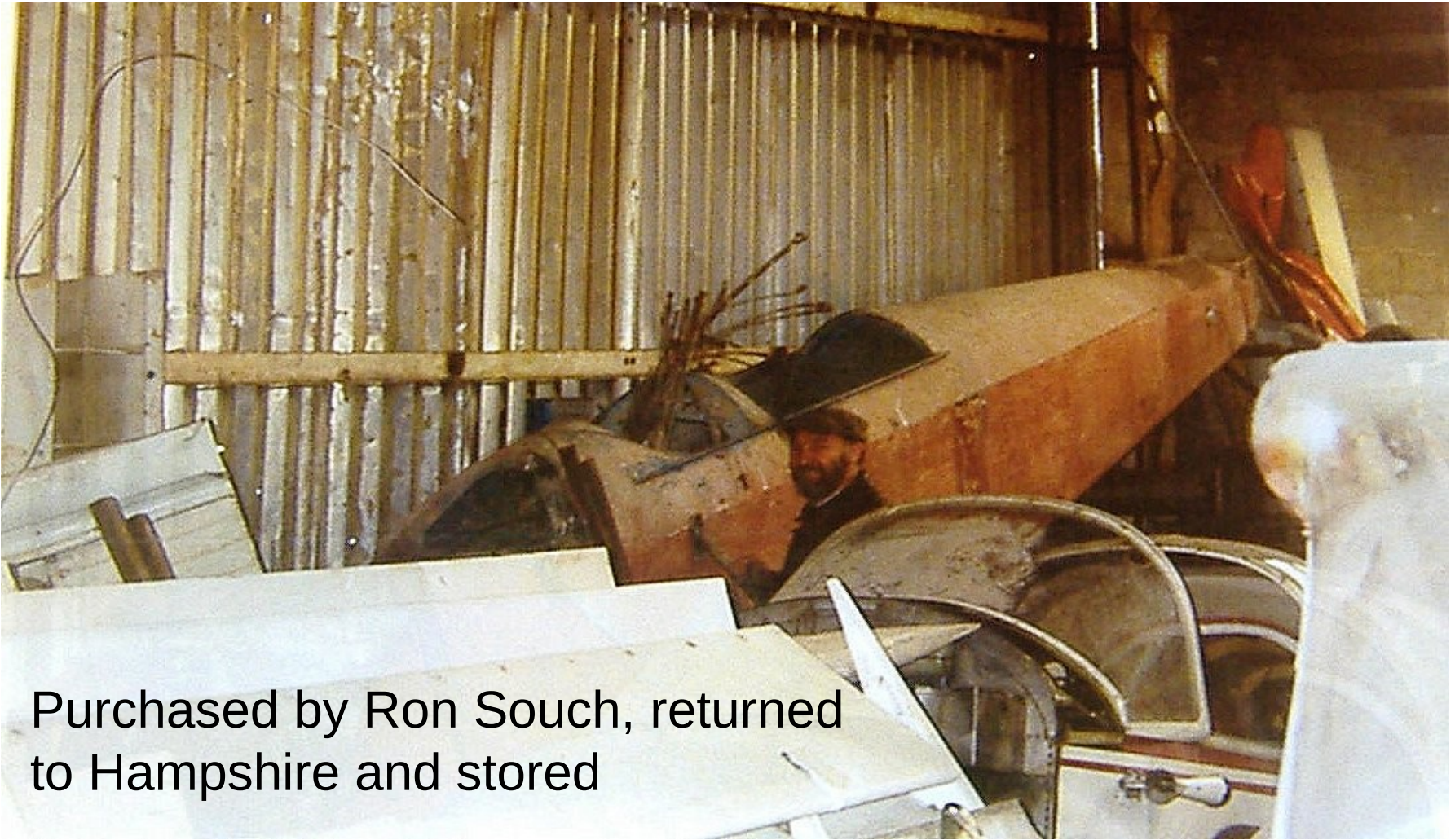


Spartan II - 3 seater

# EI-ABU as found



# Derelict in Irish barn after Mr. Clarke died



Purchased by Ron Souch, returned to Hampshire and stored

# Cockpit coated in dust



# Beyond salvage?

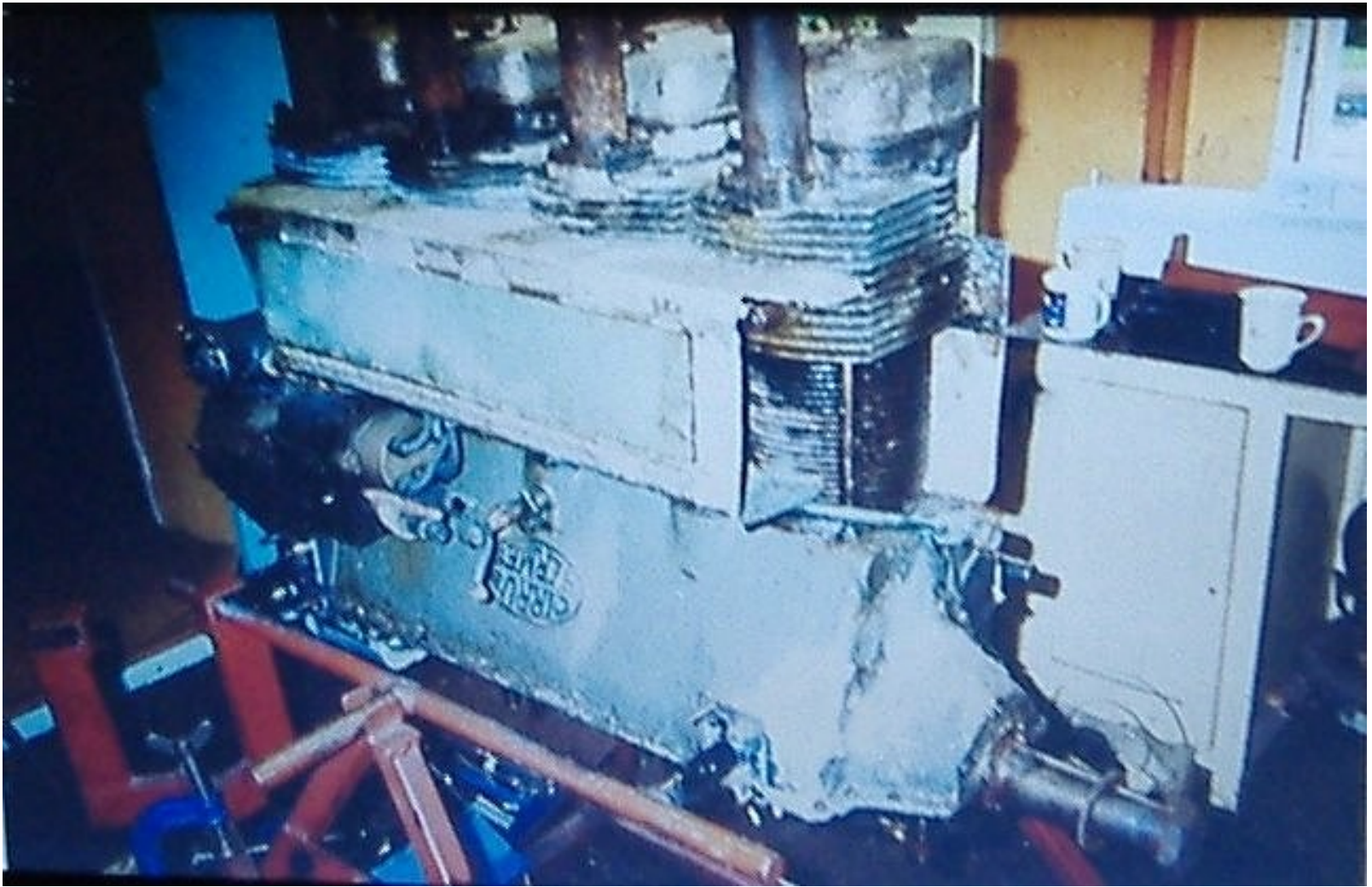


Bought 1994 by Rod Hall-Jones

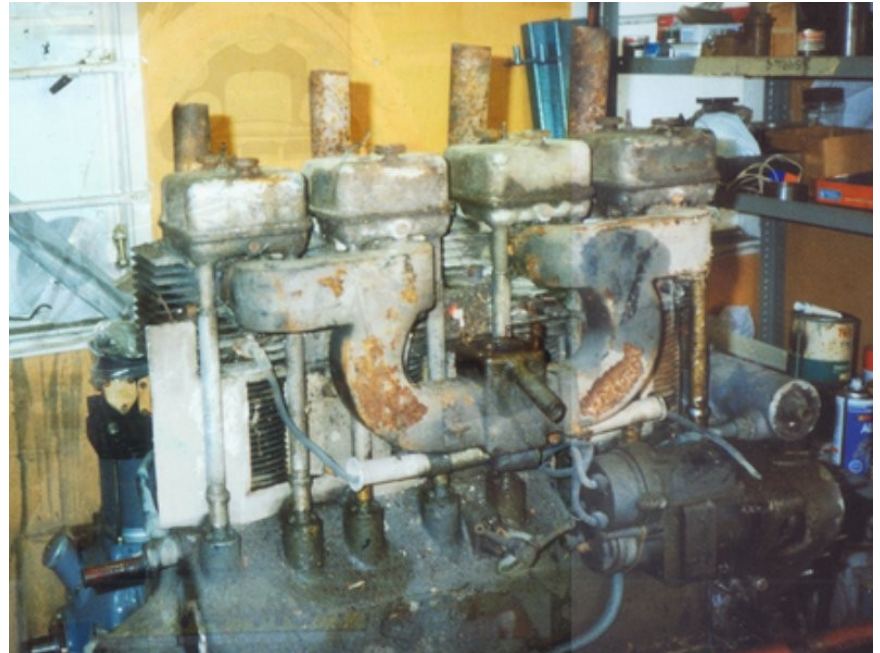


Shipped to New Zealand for reconstruction

# Cirrus Hermes engine awaiting repair



# A job for the workshop





# Fuselage ready for repair



# Wing section awaiting repair



# Could it ever fly again?



# Wings stripped back



# Fuselage reconstruction started



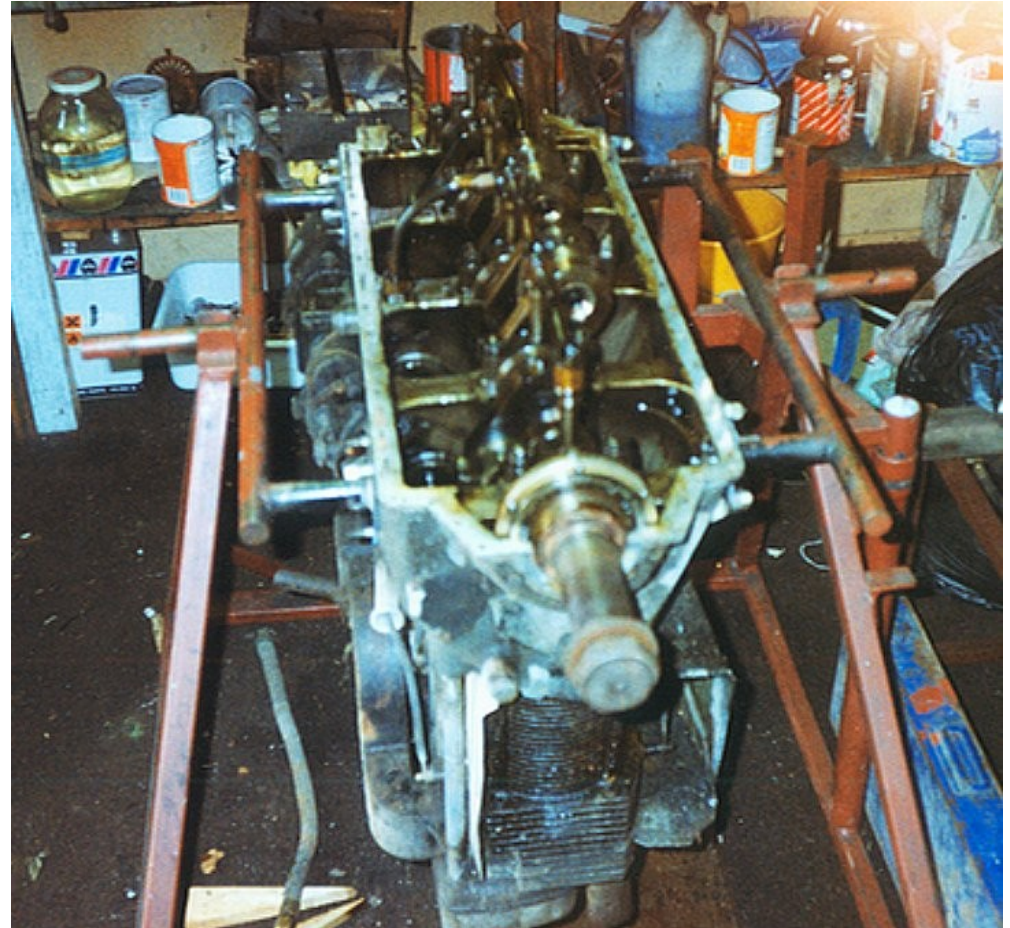
# Wing reconstruction started



# Progress



Impossibilities done today



Miracles take longer

# Original Cirrus Hermes Engine - rebuilt in 2005





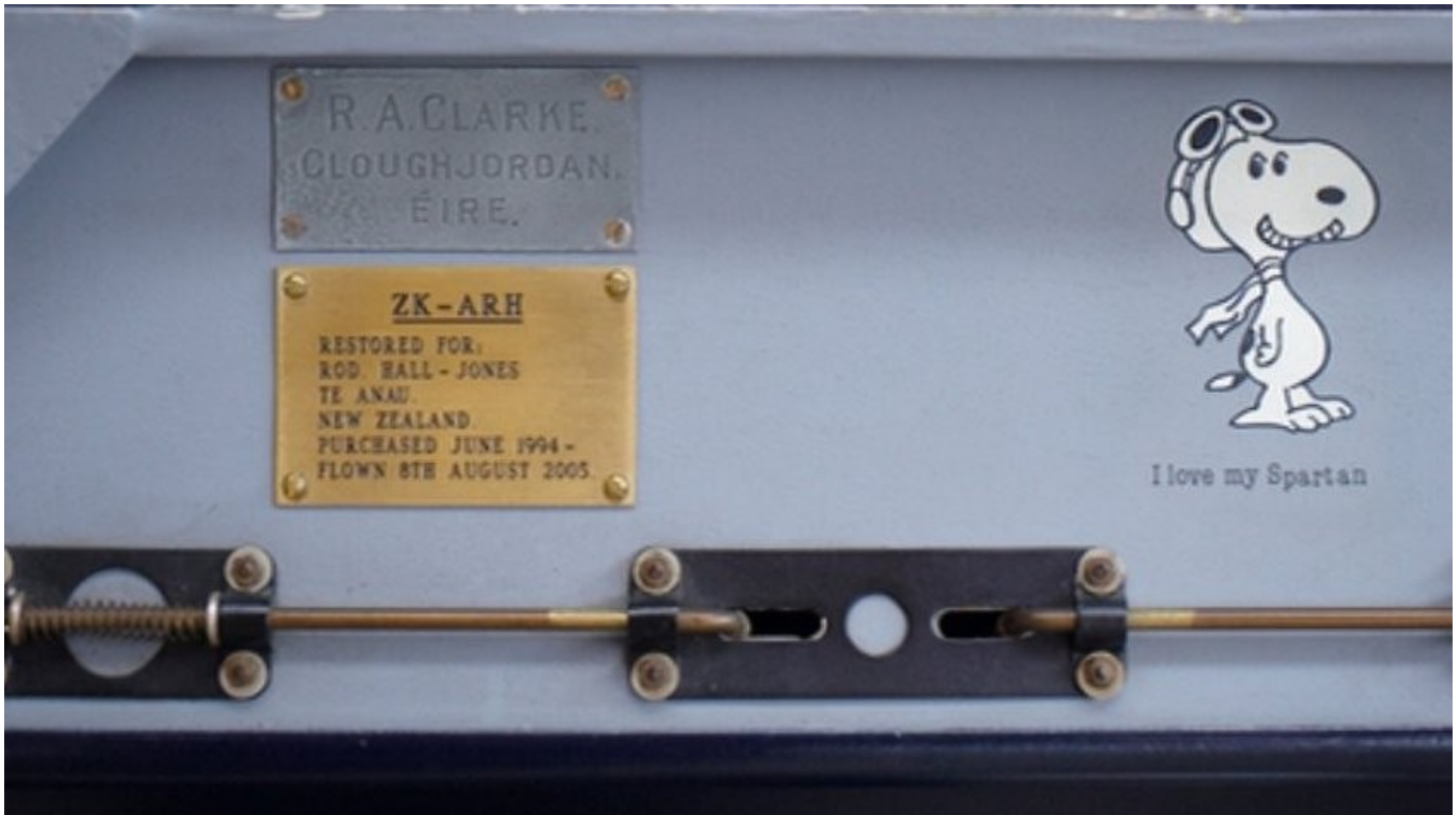
# Taking shape



# Badges of ownership authenticity



# Snoopy loves his Spartan



# Spartan Aircraft Badge



# Original Spartan Aircraft manufacturers stamp



# Fasten your seat belt



Almost there

After 11 years painstaking restoration

Costing many thousands of pounds

This historic Isle of Wight Bi-plane

# Almost ready for take off

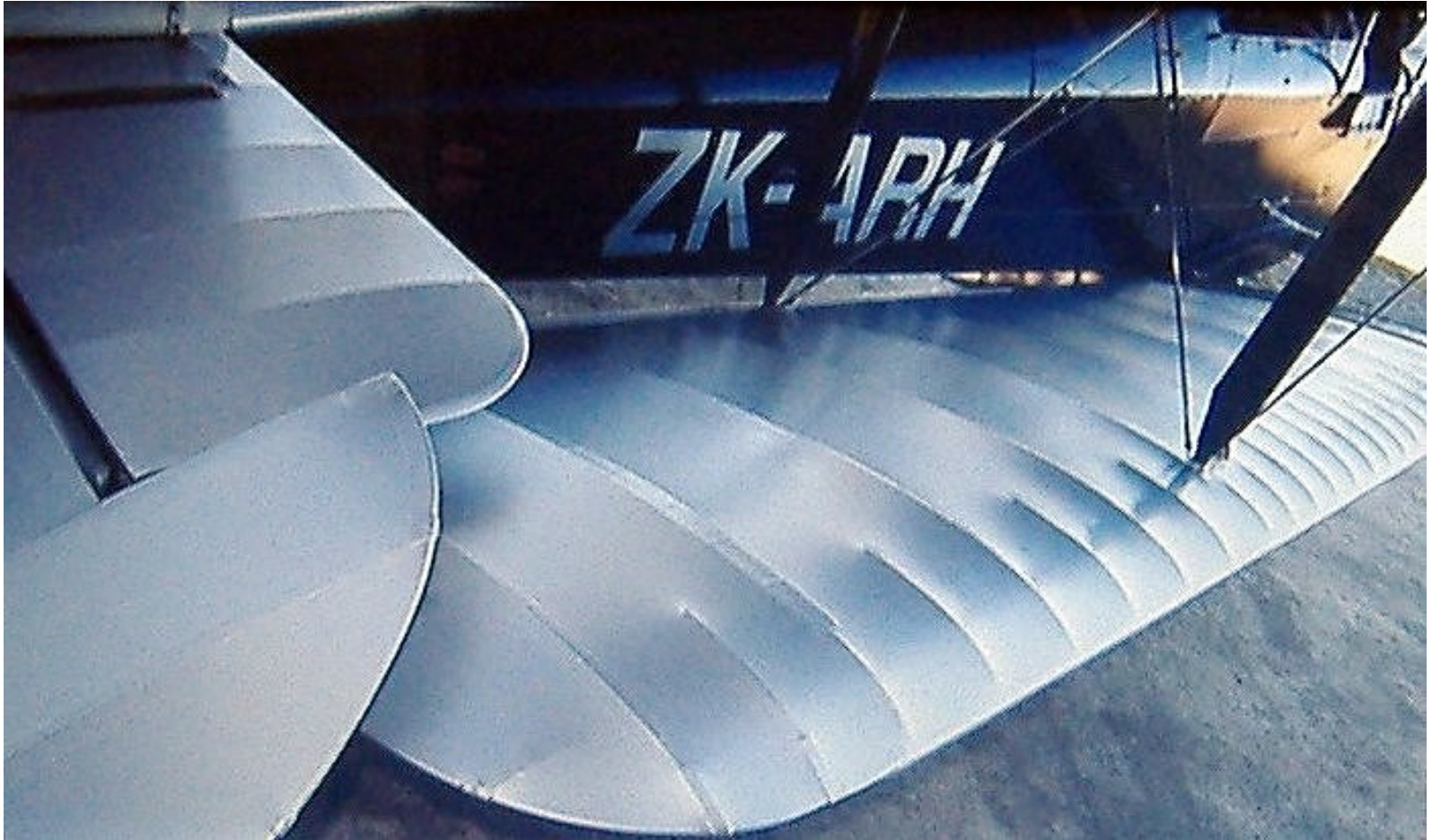




# New Zealand Registration ZK-ARH



# Wings fold back for transportation



# Fully folded wings



# Nosing out



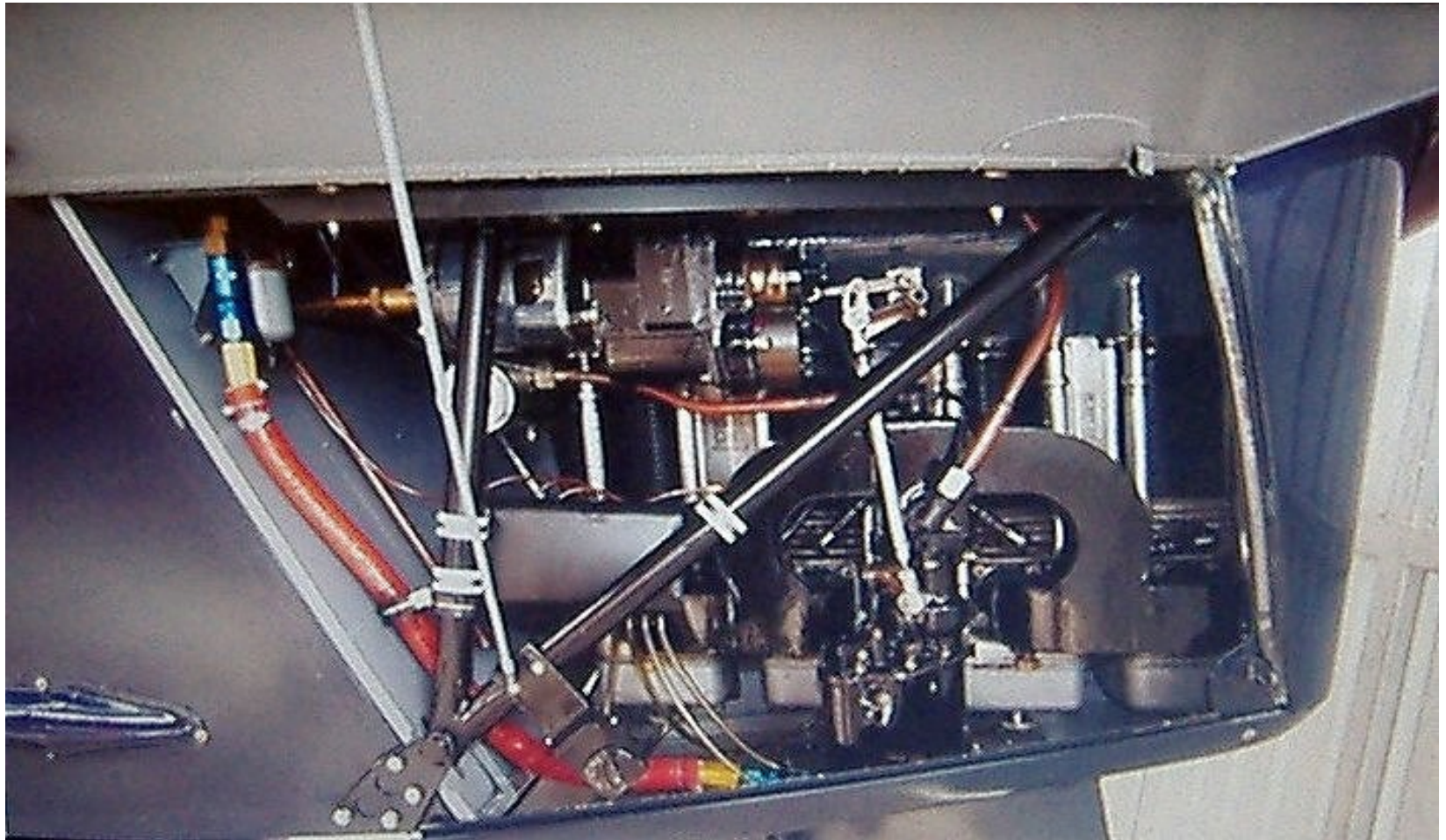
# Into the blue



# New propeller



# Full restoration completed



# Rod Hall-Jones approaches the cockpit





Ready for take off!



# Up, Up and ...



# Away on silver wings



# Last existing Spartan II 3-Seater in the world



# **Spartan II – 3-seater G-ABYN**

Built at Somerton Airfield, Cowes  
in 1932 by  
SAUNDERS-ROE  
Spartan Aircraft Ltd.

Put on sale in New Zealand 2014

**SOLENT AVIATRIX**

Campaign begins April 2015



# Bring it home!

Anne Grant contacts Rod Hall-Jones

Rod postpones sale of G-ABYN, until money  
can be raised to buy it

And return it to it's spiritual home ...  
... The Isle of Wight

But where can it be preserved?

An Isle of Wight Aero Museum is needed!

SOLENT AVIATRIX



Band of volunteers work to start a museum. Wight Aviation Museum opens and is growing fast.

2022 is last chance to get Spartan G-ABYN  
'Gabby' home to UK.  
Failure means it goes elsewhere.

If you can help please get in touch.  
We welcome your support.



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