



Flying the flag for British Aviation

Welcome to the 2014 Spring edition of the P&M newsletter where you can read what we have been up to and see how others have been using our products around the world. Despite the wet and slow start to the year, Bill Brooks and his team have been busy behind the scenes getting ready for the forthcoming season and preparing the PulsR in readiness for production!

P&M Aviation continue to be at the leading edge of design and technology. A position that we are proud of and where others follow. The PulsR is the first 'all carbon fibre' flexwing in the world using resin infusion technology which is creating great interest. Whilst still in its early days, with only a few lucky ones who have flown it, we are planning to change all that by taking PulsR around the country later in the year to give pilots the experience of flying the ultimate touring machine.

For the last few years P&M have been responsible for importing the Flight Design CT range of aircraft, however after the retirement of Oliver Achurch, all sales and marketing for this aircraft have now been handed to Stardust Aviation who are the UK sales and service Partners of Flight Design GmbH. P&M however remain responsible for the technical elements of this aircraft.

P&M are continuing to improve their products, test new ideas and offer new accessories to give you the ultimate flexwing experience. If you are thinking about purchasing a new trike and want it to look different why not ask us about new colours and accessories. We are here to help.



Photographs: Daniel Villeneuve - Jean-Pierre Bonin - Bill Fawcett

P&M Canada

This is what P&M Aviation in Canada get up to when the weather turns cold. Suitably dressed in thermal gear and with some trikes fitted with ski's, the Canadians get out and play. www.pmaviationcanada.com





Photographs: Fishtail Ultra Flight - Nepal



P&M Nepal

Fishtail Ultra Flight have recently purchased three GT450's offering a bird's eye view of the entire Pokhara Valley in Nepal. Known as "the jewel in the Himalayas"; Pokhara is a place of remarkable natural beauty, situated at an altitude of 827m above sea level, 200km west of Kathmandu Valley. The city is known as the Centre of Adventure and has become the starting point for popular trekking and rafting destinations. www.fishtailexperiences.com



History made in Australia

Ian Norris lives in Melbourne Australia and only became interested in trikes last year when he was looking for a new hobby.

Having never flown a trike before, Ian carried out his first few hours on the slower Airbourne XT912 and the Air Creation 'Tanarg', but after the introduction there was no stopping him. He duly went out and purchased a second hand QuikR and set about learning to fly it at the Yarrowonga Flight Training Centre in Victoria.

After 10 hours dual instruction in his new trike, it was time to go solo. Having been warned that the trike will be a lot more responsive, Ian didn't realise how much different it would fly; "this thing was like a rocket", "I had to pull back on the throttle to keep to a 500ft climb rate, then on downwind, I would be constantly slowing the trike down before the flare off all of which assisted in a smooth landing.

The result of Ian's first solo has made him the first person in Australia to be trained to solo status in a P&M QuikR.

Everyone now keeps asking him what it's like flying so fast. His reply is; I don't know what it's like to fly at 40mph, although I would suggest, boring!!!. Ian is now enjoying the benefits of his full licence and is leaving everyone else behind.

Banner Towing

This is Kevin Smith banner towing over the coastal towns of North Norfolk from Northrepps Aerodrome using his GT450 explorer. Kevin says he uses a 60m line from the back of his trike and the banner, which came from the USA, flies about 80m below. The weight in the leading edge pole keeps the banner upright and when released over the airfield it doesn't float on or drift. Maybe we will see more of this type of advertising using trikes in the UK



Microlight Flights
flycromer.com



The Flying Show 2013

The Flying Show which took place at the NEC in Birmingham at the end of last year was a huge success with the highest attendance record for years. Lord Digby Jones opened the event to an enthusiastic crowd using the British Antarctic Microlight Expedition's PulsR as the centre piece. P&M presented a metallic 'Gunmetal' Quik GTR on its stand with new style concept branding and a luggage system for the ultimate trike adventurer.



Lord Digby Jones opens the show in front of PulsR and Help for Heroes Hostesses



Lord Digby Jones- Roger Patrick- MD and Tim Jackson- Marketing



Bill Brooks- Technical Director trying a new Sigma helmet from the Comunica stand



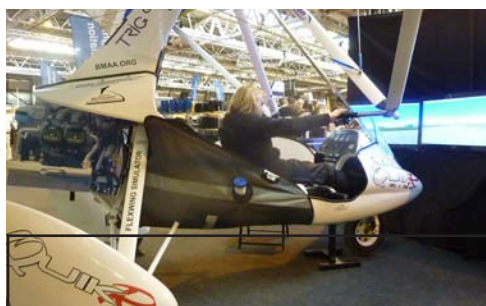
The ultimate GTR trike for the adventurer



The first prototype PulsR



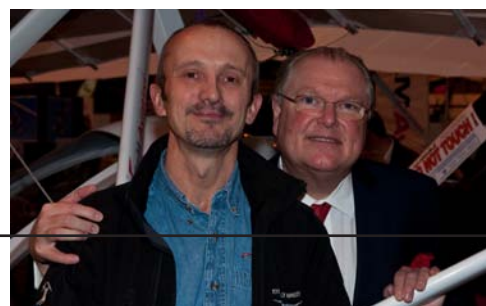
New Gunmetal GTR looking good



The new Quik Flight Simulator attracted a lot of attention all weekend.



New concept Graphics being tried out.



Robin Kraike- Assistant Design Engineer and Lord Digby Jones

TRIG TT21
Transponder
Mode S

Compact Performer



TRIG

Approved Dealer



TY91 VHF Radio
8.33 & 25 KHZ

Smart Small &
Future Proof

Fancy a different colour

When you decide to purchase a new trike why not enquire about different colours. Our suppliers are able to provide a range of RAL & BS pigments that will make you stand out in the crowd.



Kermit Green



Light Blue



Tangarine

How to Hangar your Topless Trike

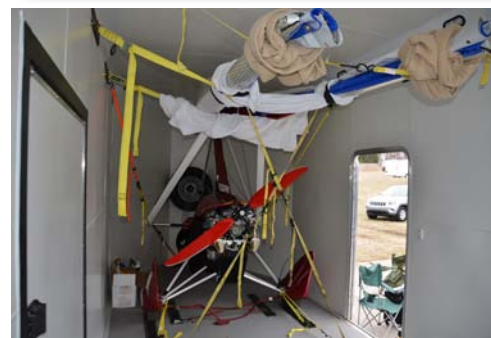


This is how Chris Pyle from Redlands Airfield near Swindon keeps his QuikR. The container is 20ft x 8ft which you can buy on ebay for about £800-£900. Lockable, dry, no condensation and doesn't need planning permission. (Chris also uses chemical damp busters, commonly used for inside caravans) He pays the same hangerage costs of a semi rigged glider but with all the benefits of having your own personal space with no hanger rash!

Below: This is how they do it in the USA - The ultimate storage space on wheels. Simply fold and go. *(We are told that this is only the prototype but it looks pretty good to us already)*



Photographs: Tony Castillo, P&M USA



How it all began at Marlborough

by

Dr Bill Brooks – Technical Director

In the early 1970's some Californian hippies started jumping off sand dunes with primitive Rogallo wings made from plastic sheeting and bamboo. An Australian, John Dickenson, invented the suspended pilot harness and control frame which made 'Hang Gliding' take off as a sport. It came to the UK around 1973 when the new style of affordable personal aviation was born.

There were many early attempts to add power to hang gliders to enable flight from the flatlands but these were generally unsatisfactory and dangerous until the 'Trike' concept was developed. This was done by using the engine thrust connected to the pilot who was strapped into a wheeled undercarriage, not the wing.

I became involved because I was a keen hang glider pilot, studying for my MSc in aircraft design at Cranfield University. In 1983 after a series of early microlight accidents, airworthiness regulations were imposed as well as a flight training syllabus and licence. As a result I was asked to do the certification work on the XL / Ultrasports microlight and present the submission to the CAA, which I did.

In 1987 after I had completed my PhD I came to work full time at Pegasus Aviation based in Marlborough where I designed the Quasar, Quantum and Quik range of microlights which continue flying today. With changes to the regulations allowing more weight and higher wing loading further successes were achieved.

In 1993, Pegasus Aviation was purchased by the late Keith Duckworth of Cosworth fame and in 1995 a new factory was built at Elm Tree Park at Manton, Marlborough which included a purpose built composites workshop and an airstrip for testing.

In 2003 Keith Duckworth then bought up arch rivals Mainair Sports who were and still are based in Rochdale. As a result the two companies merged and the new company was renamed 'P&M Aviation' where it successfully continues today.

The Rochdale site is currently responsible for the manufacture of complete trike units, wings, parts, repairs and administration of the company and the Marlborough site is predominately responsible for manufacturing composite parts, new trike sail making, servicing and technical design.

Today, over 4000 aircraft have now been produced, some of which have flown around the world, over Mount Everest and to Australia twice, with a blind pilot and a paraplegic.

P&M Aviation is the only company in the UK making complete certificated aircraft of any sort. Airbus only make wings!



..... And Then There Were Two.
A third PulsR is also on its way but this one is destined for Canada



British Antarctic Microlight Expedition

During February the team spent some time in Sweden cold testing the P&M trikes, expedition equipment and themselves. All survived as they continue to prepare for their big send off at the end of the year.

Photographs: Henning Wust and British Microlight Antarctic Expedition



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