



- Our Young Pilots
- World Air Games
- Quantum in New Zealand
- Flyer Live



Chairmans Welcome

There have been many developments in the world of P&M Aviation since the last Newsletter. We had an excellent FLYER LIVE show and it was great to meet so many of our customers - we even made a sale to a pilot whose partner was insistent that she must be comfortable enough to sleep in the back seat while he flew - I don't think that is a criteria we have ever had to meet before.

The success of the British team at WAG was, of course, a real triumph and we have also sold aircraft to Mexico, Australia and Spain.

However, the most significant recent news is that, following a strategic review of the business, it has been decided to consolidate all operations onto one site at Manton by 24th March 2016.

Such a consolidation is long overdue and I don't think such an action will come as a surprise to most within the microlight flying community. While it has been a hard and difficult decision to close the Rochdale site, involving a lot of soul searching, commercial reality dictates this is the correct course of action. I would like to go on record in paying tribute to all the Rochdale staff for their hard work, dedication and professionalism since the creation of P&M in 2003. Our very best wishes go to them for the future.

I should stress that this consolidation safeguards the future of the company and it is very much business as usual. We are working flat out to ensure absolute minimal disruption due to the move. We are also continuing in not only developing new world beating designs but also improving the current range of aircraft. We have already started making investments in systems and processes to ensure that we have the right foundation stones in place in order to grow the business over the next ten years.

Nothing stays the same for ever and, by being more proactive, in shaping the company to current market conditions than in the past, we look forward to the future with renewed optimism.


Andrew Cranfield



UK Team Win at FAI World Air Games - Dubai 2015





Creating Dreams



Now that is what I call a Trike !

No job is ever too much for the team at P&M and when a customer in the USA asks for their PulsR to look slightly different, we welcomed the opportunity. In order to help us with this challenge we asked for some guidance and a brief outline of the sort of thing they had in mind. At the top of the page you will see a rough sketch created by the client and beside it is our finished trike. Pretty good we say. If you want something different just give us a call. The photograph below is the finished article proudly standing by the clients other toy. Trikes eh!



TRIG

Approved Dealer



Flyer Live Show at Telford 2015



The Flyer Live Show held in Telford at the end of last year was a great success for us with brisk business all weekend for accessories and spares, an aircraft sale and a number of very positive enquiries. On our stand we had our newly painted PulsR and QuikR displaying their 'N' registrations destined for customers in the USA and a Tango Orange Quik Lite featuring its special show price. For the first time too, we shared our stand with the specialist clothing manufacturer 'Ozee' who launched their new flying suit which features a new soft shell material. Along with our two hard working resident models (daughters of a member of staff) and wonderful $\frac{1}{4}$ scale flying model spitfire (made by Mike Booth who works at Manton), we had a busy weekend.

Meanwhile, over on the GASCO (General Aviation Safety Council) stand, P&M presented their Kermit Green QuikGTR which Dr Bill Brooks - Technical Director, had incorporated 10 rigging faults into their Pre Flight Inspection Challenge. The vast majority of people managed to find all faults however there were some who didn't quite find them all.



LYNX
www.lynx-avionics.com



Lucy Griffin's Story

The UK's youngest Qualified Female Microlight Pilot - Age 18

It all started with my Dad. After he gained his NPPL in April 2012 he would usually take up my twin sister Amy, at every opportunity.

One spring evening in 2012 when Amy and Dad were going to go flying, Amy pulled me to the side to ask if I would go instead as she was not feeling very well. At the time I was terrified of heights and had only flown with 'Captain' John Bradbury (Cheshire Microlights). I was ready to say 'No' but for some unexplained reason the word "yes" fell out of my mouth. I did not really enjoy it at first but the views stunned me.

A few days later we had the opportunity to go flying again, but this time there were a few low clouds

hanging around, so Dad flew me next to them and with a feeling like I could just touch them, it made me fall in love with the sky. I'd got 'the flying bug' and decided then and there that I would learn to fly microlights.



A few weeks later we were talking to Rachel Horton, a lady pilot who also flies from Calton Moor, who told us about the BMAA Young Person's Bursary. She told me that I would have a good chance and that "we need more women pilots." As luck would have it the closing date for that year's bursary was a fortnight later. Dad then helped me to do my application form, Rachel and Captain Bradders (as the Cheshire Flyers call him) wrote a recommendation for me. A few weeks later I got the letter through to say that I was through to the selection day. Thrilled is not the word.

For the selection day I was asked to prepare a presentation on one of the topics for 'ground school.' I chose the difference between 2 and 4 stroke engines and as my Dad's flying partner, Andrew Beveridge was a qualified Rotax engineer it was perfect for me to learn more about engines in his workshop. This helped me massively with my PowerPoint presentation that I did.

On the selection day there were 4 of us. I went first to do my presentation and one of the other applicants, went white when he realised that I was doing my presentation on the same thing as him but mine was animated. On that day I also had to do my second flying lesson and were set a pre-flight check challenge as well as an interview. At the end of the day we were all brought back into the room and I was told that we were all going to be awarded some money. A week later I had a letter to tell informing me that I would be awarded £1,500!

The money from the bursary allowed me to get through the syllabus at Cheshire Microlight Centre with Mark Atkinson, up to my first solo, but then needed to find the additional money to fund the rest of my training, through solo, ground school and my GST. Luckily the Bank of Dad was a great help!



.... Lucy Griffin continued

At the beginning of October my parents were away overseas and I was still at home continuing with my training, Mark told me that I only needed a couple more hours before my GST. He jokingly said "wouldn't it be cool if you could get your GST passed while your parents are away and not tell them until you got back." This got me thinking. As luck would have it, the weather was good and the time slots were available so I was booked in for my GST in two days time!.

Friday 16th of October came and the weather looked poor, but I was told it was flyable, and so I went for it and went to Arclid to have an hour with Mark before my GST, that afternoon. The weather worsened to what I would normally not be strong enough to fly in, but my adrenaline kept me going and I was over the moon when I found out that I'd passed!



Now all I am doing is waiting for the weather to improve in order to give friends and family the experience that I have fallen in love with. Mum isn't a big fan of flying (she says it ruins her hair) but she has said that she would love to be one of my first passengers as she thinks I will be a better pilot than my Dad.

You are never too young to learn to fly a Microlight

Jed Fisher - Age 16



I am 16 years old and a student at the King Edward 6th High school in Morpeth, Northumberland.

Having always been interested in flying since I was 5 years old, it all started officially after my parents took me to Purple Aviation at Eshott Airfield to commence flying lessons in a Quik GT450 when I was 14 years old. My father also has a PPL so therefore we are able to fly together. I have recently been awarded a bursary by the BMAA which has helped greatly towards the costs of learning to fly. In addition to flying I enjoy rugby and sports which helps to keep me in shape especially important as a pilot!

As my lessons progressed I then applied to the BMAA for support and was delighted to learn that I was awarded a bursary last year which has helped enormously towards the costs of learning to fly.

As I gain more confidence flying locally over the coast of Northumberland, my father, (who also has a PPL) and I are branching further afield and recently completed the RT course at Newcastle Flying Club which is proving extremely helpful.



I flew solo four days after my 16th birthday which was exhilarating and I now look forward to many more solo flights weather pending, and gaining my license when I turn 17. I am also very keen to promote flying amongst younger people as it is predominantly a sport enjoyed by older people

And Another Young Qualified Microlight Pilot Colin Russell - Age 25



What a start to 2016! After meeting Andrew Cranfield (P&M Chairman) during a visit to the P&M stand at the 2015 Flying show at Telford, I was offered the opportunity to do "flying tuition for labour exchange" with Dave and Amanda Lord at 'Wanafly' based in France. I jumped at the chance.

When I arrived the weather was questionable but after working with Dave for a few days, I was very excited to get into the air. Wanafly is a great set up with its own 600m grass strip. As it had been very wet the field was sodden, so the first task - soft field take offs!

I have the majority of my training in a Pegasus Quantum 912-15 which is a fantastic training aircraft, stable, easy to fly and with a cruise speed of 55mph - ideal for students. However in France Dave has a P&M Quik 912s which introduced some changes to my flying, an electric trimmer, higher speeds, and nearly 5m² less wing to handle! Flying the Quik was fantastic and incredibly stable, it's better in turbulence and feels a lot more controllable on the ground too. A Quik may now be on my Christmas list!



Dave showed a lot of passion for the psychology of flying and being in the correct mind set can really improve your flying skills. We talked about my love of motorcycling so he used this to his advantage by saying, "Imagine you are on your Triumph Tiger Motorcycle heading for a fast corner; you would be leaning forward, looking well ahead and imagining the exact path the bike would take. Now use this for your landings, lean forward take control of the bar and have a positive mind set, you're in control and you will ace this landing". It works! I immediately felt more in control, confident and ready to react to any conditional changes.

During my pre GST training I was faced with a few 90 degree cross wind landings which were great experience which all helped in building up to my GST day!

After checking the weather the night before, on the morning of the 17th January 2016 Dave asked me "Are you ready for your test or do you want a 30 minute flight beforehand?" "No let's go for it" I said, so having checked the weather one last time and we suited and booted.

I made my pre-take off checks, taxied out and away we went, climbing away and quickly trimming for 70 mph. We started with straight and level flight on select headings then some 30 degree bank turns, level, climbing and descending, so far so good! We then moved on to some stalling and level 60 degree bank turns, once again after these all went well. "Right, take me to Montmorillon" said Dave, and as we were close, I set up for an overhead join at 2000ft, changing to QFE. Dave made the appropriate Radio calls in French.



.... Another Young Qualified Microlight Pilot

Colin Russell - Continued



On the crosswind leg, I began my pre landing checks, which were all good, so lined up for my first approach which was to be a glide approach. My touchdown was lovely. This was followed by some more circuits where I carried out a few PFL's on take-off and in the circuit and then re-joined downwind for a powered approach. All good.

On the way back to La Courandière, I was navigating (not really part of the test but good practice) and when we were overhead, Dave explained he was going to set the trike in various unusual attitudes and I must perform the correct recovery action when instructed. Nose up, nose down and turning, nose up and turning and to finish it off nose down, all recovered to a full power climb so we headed down back to the Wanafly strip.

After a quick taxi we jumped out and Dave said "I'm pleased to say you have passed" What a feeling!! I've done it. Back at Wanafly it was time to celebrate with some bubbly and delicious cuisine from Amanda. I instantly acquired that infectious constant smile. .

I owe some huge thanks to several people who have helped me get thus far in my microlighting career!

Firstly to Gary Prisk owner of Cornwall Microlights who not only introduced me to microlight flying but trained me up to GST standard and helped me with the purchase of my Quantum.

Secondly to Dave and Amanda Lord at Wanafly. What a fantastic couple after only spending two weeks with them I learnt so much and made great friends.

Thirdly to P&M for building these magnificent flying machines and recommending me to Wanafly and finally a huge thanks to my long suffering girlfriend, Charlotte Wheatley who has put up with me talking about flying for the last 18 months and sticking with me! Let the adventures begin!

O-zee

Has a New Flying Suit

See us at Popham 30th April - 1st May 2016

www.ozee.co.uk

A Used P&M Aircraft Used Well.

In late summer last year P&M design engineer Darren Arkwright and flying friend Nigel Martin received an offer you can't refuse. One of our Brethren has a 912 Quantum based on the north island of New Zealand and the offer was use of the aircraft over at any point over our winter period.



The Quantum is registered in New Zealand, so a local licence would be needed. That looked like a difficulty until we were put in contact with Sport Aviation Corp of Te Kowhai, where Sue and Barry Readman arranged all the tests and paperwork we need in 36 hours.

On its last outing the aircraft had carried two people and camping gear from the north island to the south end of the south island. As a result we decided to take the plane to the north end of the north island and to several places in-between. As the photographs show the flying was spectacular and the people we met truly wonderful.

Our first few flights consisted of local familiarisation flights, shake down flights to test equipment stowage and trips to the coast for fish and chips at Raglan. At the point when we were ready to leave the nest the weather went off for two days, we spent the time visiting hot springs and in the airfield bar. On the sixth day of our stay in New Zealand we set off on a tour to the north.

The first leg was from Te Kowhai up the west coast past Auckland, followed by a switch to the east coast to land at Herman's place at Whangarei. Another fine reception with hangar, barbecue and beds. Touring really can be easy in NZ. Whangarei has an enclave of local trike pilots with Herman's hangar almost full to bursting with trikes. Thankfully space had been made four ours fully rigged.

Other legs north included a trip past the Bay of Islands and on to the north of NZ at Cape Reinga. On the way back south we landed at an odd Y shaped runway to refuel and, within five minutes, had an unsolicited offer of a lift to the petrol station. Ten minutes later we had a second offer of help. It would be hard to over praise the local hospitality. We did just short of 20 hours in the trike, not as much as we would have liked, but flying as good as it can get in fine weather and in November.

To sum up flying in New Zealand, better visibility, better weather on average, fantastic hospitality and almost empty sky. New Zealand has a tiny population compared to the UK, but seems to have almost as many small or private air strip. It has lots of microlights and light aircraft, but very little airline traffic. There are subtle differences in the VFR flying rules, but a brief from a local instructor would tell you all you need to know. The NZ VFR chart looks like a UK chart from about 1985, if you haven't seen an old UK VFR chart, compared to the modern one they are almost blank.



One problem encountered by the boys on the run south was high water coolant temperatures on long climbs. We suspected that airflow to the radiator was being blanked by the external panniers, so before going to New Zealand we designed internal panniers for the stowage of reasonable large volumes of gear. The panniers are now fully tested to carry 10kg per side, we carried all we need round New Zealand and had no cooling problems.

As a foot note, some pilots might be interested to know that for my main day job I fly a 22 ton take-off weight private jet to wherever the owner wants to go. Whilst it is a fun way to make a living and has its challenges nothing really matches flying VFR on your own judgment. If you need more evidence, the Quantum in New Zealand is owned by another airline pilot.

Postcards from New Zealand.

Unusual Y Shaped runway in the far north of NZ





NatWest

NatWest Bank and Extreme Sports took rugby to epic new heights last year in an amazing stunt featuring rugby legend Shane Williams and world-record-breaking skydiver Gary Connery. At an altitude of 6,000 ft, Shane Williams passes a rugby ball out of his Quik GT450 microlight, as wing-suit skydiver Gary Connery jumps out another GT450. With the ball falling at high speed, it's a race against time as Gary Connery pursues the ball in his wingsuit.

The photography in the video is simply stunning and can be found here
<https://www.youtube.com/watch?v=cfX6wgO-Kzk>



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