

SAFETY NOTICE

Issued by Angus Pinkerton Chairman Flying and Safety Committee 18th August 2021

All pilots of self-propelled hang gliders should read, digest, and take action on the contents of this notice and keep it for future reference.

Eurofly Snake & other sub-70kg self-propelled hang gliders

A BHPA member has submitted an incident report noting that their Eurofly Snake / Grif 3DC wing suffered a propeller strike on the rear rigging wire during taxiing. The wire was sheared and the tip of the propeller blade slightly damaged. There were no injuries.

A subsequent investigation established that a combination of circumstances: A full bar in and full turn configuration, combined with an unloaded wing, soft and possibly lumpy ground, and flex in the propeller, engine mountings and airframe, allowed the blade tip to contact the rear wire.



Sheared rear wire



Damaged propeller tip



Manually deflected wire

In this case the wire was sheared, but if it had been (say) 90% damaged and had subsequently failed in flight the outcome could have been catastrophic.

Self-propelled hang gliders (including paramotors) are experimental aircraft. Unlike hang gliders and paragliders, there are no airworthiness standards that they are required to conform to. It is up to the pilots to determine if they are suitable for the purpose.

All pilots of self-propelled hang gliders should thoroughly check that there is no combination of circumstances that can result in the propeller tips contacting any other part of the structure*. This check should include applying forces to the potential contact points that exceed those that could be expected to be achieved when under full engine power. If there is any doubt, pilots should not fly the aircraft, and should seek advice from the manufacturer.

If it is a self-build project you may need to consider using differently sized engine mounts, lowering the engine position, (being careful that the changed thrust line is suitable, and that the prop tips have adequate ground clearance). Or using a smaller diameter propeller.

**This includes checking with the hang point at maximum forward position and with the trike frame loaded, and manually deflecting the wires and the propeller tips, -this must be done on both sides as the engine may be slightly offset.*