



# SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 8 October 1996

*All hang glider pilots (including Safety Officers, Coaches and Instructors).*

*If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.*

## **Solar Wings Rumour 2 and 3, Fever and Fever 2, Rush and Scandal Hang Gliders**

As part of a BHPA investigation into the failure of a Rumour 3 cross-tube tension bridle, Solar Wings have identified a potential reassembly error on the above gliders.

On the glider in question the cross-tube bridle pull-back rope was attached incorrectly. The bridle pull-back rope should be attached to the white webbing loop at the end of the bridle itself, but in this case it had been attached to the black forward-facing loop to which the compensator cord is normally secured. We believe that the rope had been wrongly attached during a service/rebuild/repair. As a result the direction of pull was in effect peeling the stitching back every time a load was applied - i.e. every time the pull-back rope was used to begin tensioning the glider. Tests revealed that a load of approximately 90kg was sufficient to break the thread when used in this way, as opposed to some 1,500kg when pulled in the correct direction.

Owners of the above machines should check their gliders for correct assembly (see illustration below). All webbing loops on paragliders, hang gliders or harnesses should always be loaded in a similar manner, with no loads applied that tend to peel the seams apart; we advise all pilots to check their equipment thoroughly on this point.

We thank Solar Wings for their swift co-operation in this investigation.