

Aeros wire alert



A pilot recently reported a failed rear wire on an Aeros Discus C, fortunately discovered before take-off. Earlier, Aeros had released Safety Directive 017 (see www.aeros.com.ua/structure/support/safety_en.php) covering Combat and Discus gliders, particularly those fitted with the Litestream control frame. Following the recent UK failure and others reported, on November 21st Aeros updated Safety Directive 017 advising immediate replacement of the single rear wire on all Discus and Combat gliders with the Litestream control frame (see www.aeros.com.ua/news.php?lang=english&id=408).

On these gliders the keel tube has a tendency to rotate when the glider is placed on the A-frame at rigging/derigging, allowing the rear wire to kink. If close attention is not paid to this when rigging and derigging, the wire will

regularly kink. Eventually, depending on the number of rigging/derigging cycles and on how carefully the glider is packed, it will fail.

A modified rear wire with a tang inserted is available and has been incorporated on all gliders built from August 2014 onwards. If you are in any doubt as to which gliders are effected, and to source a new-design rear wire, contact Ollie Chitty at Aeros importer Flylight Airsports on 01604 494459, e-mail: info@flylight.co.uk.

This incident highlights the importance of making a thorough daily inspection of your glider. However all pilots should note that stainless steel wires in particular are prone to deteriorate to the point of failure without visible evidence. Manufacturers recommend the replacement of normal (non-competition) wires at 200 hours or two years, or more frequently.