



# URGENT SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 25 January 1994

*Please bring these Safety Notices to the attention of all members of your club.*

## Airwave Magic IV

The preliminary results of the investigation into the fatal accident on 16 January 1994 indicate that the flight failure of the Magic IV 166 may have been precipitated by failure of the keel at the rear rigging attachment bolt.

The mode of failure at this point was unusual, and it is being urgently researched by the BHPA in conjunction with Airwave Gliders and, through the AAIB, metallurgists at the Defence Research Agency. However, at the moment there is nothing to suggest that there was anything non-standard about this glider or its history, which means that the problem could extend to all gliders of that design (i.e. all sizes and variants of the Magic IV)

**For this reason the BHPA FSC recommend that these gliders are not flown until this is resolved.**

We would ask the owners of such machines to inspect the area around the rear rigging attachment bolt very thoroughly for cracks, using a magnifying glass, and to report their findings to the BHPA (in writing). However, as there is no certainty at this stage that failure would be preceded by visible cracking, please do NOT assume that the absence of cracks means that any particular glider is safe to fly. An update to this Safety Notice will be issued as soon as possible through the Club Bulletin and Skywings.

## Emergency Parachutes

From preliminary investigations into the fatal accident on 16 January 1994, it seems likely that an attempted parachute deployment failed due to the deployment handle becoming detached from the deployment cover. All pilots should check and satisfy themselves as to the security of the attachment of this handle to the deployment bag.