



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 25 June 1998

All FLPA pilots

If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

FLPA (Powered Paragliders)

Pilots are reminded that very thorough inspections must be carried out on these machines if defects are to be spotted. You are also advised to reread the airworthiness caution included in form T133 of the 'Pilot Under Training' pack.

Delta Airsports Paramotor

A pilot recently discovered a major crack in the metal framework of the backpack unit. The machine had completed two flights (twenty minutes total) from new.

Castelluchio Mach 1

The pilot of one of these units recently had the propeller and prop driver assembly separate from the machine in flight. Luckily it missed the rest of the paraglider and seems to have caused no damage or injury when it fell to earth. The pilot was able to make a safe landing in a field. Independent metallurgical investigation found that the propeller shaft had fractured close to the face of the mounting bracket. Fatigue due to bending loads in use was identified as the cause of the failure, though the poor surface finish of the shaft, the low strength material of the shaft and an earlier prop strike incident were all considered to have been factors. The unit had completed approximately 30 hours running from new.