



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 13 August 1998

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If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

Hang Glider Cross-Tube/Centre Box Bolts

On Saturday, 1st August 1998, a pilot was about to take off for his second flight of the day on his kingpostless hang glider when he decided to stop and investigate a clonking noise from the centre box area. He found that the set screws which locate the right hand cross tube swivel pin had come loose and the swivel pin had already started to migrate out of position. Loss of this swivel pin during flight would have resulted in a catastrophic structural failure. Subsequent investigation indicated that these set screws had not been Loctited, whilst those on the left hand cross tube (which were still tight) had.

All hang glider pilots are reminded of the need to thoroughly inspect their gliders before flight, and that this inspection must include the security of the various centre box bolts.

If for any reason a glider or part is dismantled, then the manufacturer's designated locking system must be employed during re-assembly. In through bolted applications this is normally achieved through the use of (new) nyloc nuts, or castellated nuts plus split rings or split pins. In blind bolted locations a thread locking compound should normally be used. Check with the glider manufacturer if in any doubt.