



# SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 15 November 1999

*All Dual Pilots must READ, DIGEST AND TAKE ACTION on the contents of this Notice and keep it for future reference.*

*If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.*

## DUAL (TANDEM) FLYING AND EMERGENCY PARACHUTES

An eyewitness report has been received of an accident that occurred at Aspres in France in July. Two persons (believed to be Swedish) were flying a dual hang glider. For no obvious reason (so presumably accidentally) an emergency parachute was seen to deploy. The parachute appeared to be a very small solo type. It produced enough drag to stop the glider from flying properly, but not enough drag to give a safe descent rate. The two persons on board were very seriously injured when the glider impacted on the mountain top.

The true implications of an accidental deployment of a small (solo) parachute from a dual glider have perhaps not been realised previously. This risk is all too present when pilots use their normal harnesses for dual flying, especially if they feature side mounted parachutes which could be subject to jostling if on the side between the two pilots.

### **Recommendation:**

Dual pilots should fly with a parachute properly sized for that application. If a solo parachute is fitted to the passenger's harness (or elsewhere on the pilot's harness) then serious consideration should be given to either removing or disabling it.