



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 20 April 2000

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If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

SOLAR WINGS SCANDAL XK CROSS TUBE BRIDLE

A pilot recently reported finding that the fabric pull-back bridle (tension strop) on his glider had suffered damage such that it was cut approximately 30% of the way through. Further serious wear affected at least another 20% of the bridle width. The damage had occurred at the point where the bridle loops through the rear of the cross tube slider.

The two-year-old glider had flown approximately 100 hours from new.

All XK owners are advised to check this area very carefully **before further flight**. Owners should also check that the glider is fitted with silver coloured domed washers at the top and bottom of the aluminium tube sleeve which functions as a pulley for the bridle.

Any bridle damage (other than very minor surface 'fluffiness') should be reported on a BHPA Incident Report Form and the manufacturer should be contacted for advice.

Copies of previous BHPA Safety Notices can be found in the members area of the BHPA Web Site <http://www.bhpa.co.uk>