



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 15 March, 2005.

All paraglider pilots, Instructors, Coaches and Safety Officers 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If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

DANGERS OF ALTERED PARAGLIDER BRAKE LINE LENGTHS

Nb. This Safety Notice text replaces the previous version of SN30 which should be destroyed.

Two accidents where paragliders entered a deep stall during a winch tow launch have been investigated.

In both cases it was found that the brake handle positions had been adjusted from the manufacturer's standard setting. On one glider the brakes were found to be 27cms short, and 15cms of line had been cut off. The other glider's brakes were also mis-set (to a lesser extent), and there was also 5 to 6cms of shrinkage due to the glider being wet.

With the brake lines replaced and the brake handles correctly set both gliders exhibited standard certified flight characteristics with no tendency to deep stall.

There is absolutely no reason for pilots to ever move brake handle positions. The correct manufacturer's certified position should be maintained. This will give the amount of slack required to allow acceleration systems to work properly and will ensure that the glider can recover from deep stall and other situations.

Pilot's purchasing second-hand gliders should check that the brakes are set as per the manufacturer's specification. Service centres should make checking the correct brake line length a standard check.

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