

SAFETY ADVISORY

Issued by: **Angus Pinkerton – Chairman of the Flying & Safety Committee. 11 September 2024**

Owners of Woody Valley Tenax harnesses should read, digest, and take action on the contents of this advisory notice and keep it for future reference until it is superseded or withdrawn by the FSC Chairman. This notice will remain available on the BHPA website.

Woody Valley Hang Gliding Harnesses: Tenax 3 with "Inside Trim" system and Tenax 4.

In a Woody Valley Tenax 3 hang gliding harness with the "Inside Trim" system, the hang strap is connected to a slider on a steel bar on the outside of the load spreading backplate. This bar allows the hang strap to slide backwards and forwards to enable the pilot to adjust their position for flying and landing. The bar is retained by two "posts" that are fixed to the backplate by bolts. (The Tenax 4 model uses a similar method of attachment.)

During a recent inspection of the inside trim system on a Woody Valley Tenax 3 hang-gliding harness, it was discovered that one of the bolts that attach the posts to the backplate had become loose by some 4 turns (rotations) allowing considerable movement of the post. By experiment, a further loosening of 2 more turns allowed sufficient movement of the post to allow the rod to detach completely. It was also noted that the grub screw that is threaded into the post to lock the rod to the post was missing.

The hang strap itself is also attached to the harness via a maillon, which serves as a back-up to the primary slider / rod hang system. However, were the rod to detach from the post during flight, the pilot could experience a sudden drop of approximately 30cm (~12") before the back-up strap / maillon engaged. This is connected well forward of the normal hang-point position, and there would be a resultant head up movement as the secondary system takes the load of the pilot and harness. Such a sudden drop and change of attitude could momentarily or permanently affect the pilots' ability to control the glider, with potentially serious consequences.

Pilots who fly using either a Woody Valley Tenax 3 (with Inside Trim), or a Tenax 4, harness should not fly with them until they have inspected their harness to ensure that the post mounting bolts are tight, and the grub screws are present and secure, at both ends of the rod attached to the back plate.

These bolts and grub screws should be regularly checked.

