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# SAFETY ADVISORY

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee. 30th June 2022.

*All paraglider pilots (including paramotor pilots) 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read, digest, and take action on the contents of this advisory notice and keep it for future reference until it is superseded or withdrawn by the FSC Chairman.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.*

**PARAGLIDERS CONSTRUCTED FROM "DOMINICO 30" MATERIAL ON EXTERNAL SURFACES.**

A very low airtime paraglider involved in a recent incident was inspected in accordance with the BHPA FSC's policy for formal investigations.

During air permeability tests ("porosity" tests) performed by an independent service centre, the Dominico 30 material used on the top surface leading edge exhibited extremely low readings on several cells. The other parts of the top surface of the wing (constructed from a different brand of material) exhibited significantly higher readings - as would be expected from a nearly new paraglider. These results were confirmed by another independent test centre. The results are subject to ongoing analysis and this Safety Advisory may be withdrawn or revised and re-issued depending on the conclusion of the Investigation.

Dominico 30 is used widely in the paraglider industry, not just in leading edge locations (as on the incident glider) but in forming the entire surfaces of some manufacturers' wings.

The Flying and Safety Committee therefore issues this precautionary advice to paraglider and paramotor pilots:

1) If you own a paraglider that incorporates Dominico 30 material on external wing surfaces and you have not had your wing's air permeability established, you are recommended to have it checked by a service centre with suitable measuring equipment. If the readings are lower than stipulated by the wing's manufacturer to be airworthy, consult your manufacturer.

2) ALL pilots are reminded that the air permeability of paraglider material contributes to the flying characteristics of their wing and should be checked regularly and in accordance with the wing manufacturer's service intervals. It is not possible to ascertain air permeability problems when in normal flight.