Wills Wing Safety Bulletin SB20251002

Special Attention to the placement of the basetube into the corner bracket so that the holes line up and bolt is inserted through both components

Issue Date 10/02/2025	Rev Date: N/A	Pages: 2

Applies To

This bulletin applies to all current production and earlier models listed below, as the assembly process is identical.

Wills Wing Alpha's, Falcon 3-4's s and Falcon 3-4's Tandem

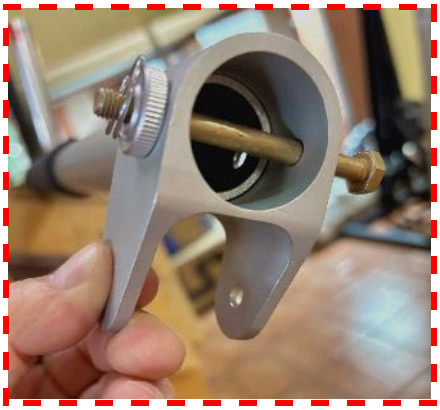
Bulletin

In light of a recent accident currently under investigation, Wills Wing is issuing this reminder to all pilots to pay close attention to the correct assembly of the base tube with the control bar legs.

When the basetube is inserted into the corner bracket, it is vital that the holes in both components **are aligned** before placing the bolt, and the bolt is inserted through **both** components (base bar and corner bracket) and secured by nut and safety ring. Failure to make the connection on both sides of the base tube in this way will render the glider not fit for flight. If this connection is not secured, the glider is not airworthy and a structural failure is likely.

The photos below with a green solid edge show the correct way to assemble the base bar to the corner bracket.

The pictures below with a red hatched edge illustrate one way in which an error can be made. This is a critical point that must be given full attention during set-up and pre-flight check, and is vital for safe flight.



Wills Wing recommends the following pre-flight test as an additional precaution that can provide further assurance of correct assembly. This test is designed to partly mitigate the risk of an incorrect assemble of the base bar to the corner brackets

While pushing up on the leading edge between the nose and the crossbar junction, step on the bottom side wire with approximately 35kg of force. This is a rough field test of the structural security of the side wire loop, the control bar, the kingpost, and the crossbar, and will potentially reveal a major structural defect that could cause an in-flight failure in normal operation.