



*British Gliding Association*  
Aircraft Inspection

Recommended

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Date: 24<sup>th</sup> may 2002

Subject: Canopy gas struts

Applicability: All gliders that employ gas assist struts to hold canopies open

Accomplishment: At C of A inspections and when a weak strut is suspected

Reason: A weak gas strut allowed a canopy to fall closed causing serious injury pilot's finger

Instructions: Check operation of strut ensuring that enough 'spring' is left to hold canopy open in windy conditions.

Note: Gas struts fail gradually by loss of the high pressure gas. A weak strut may not be noticed until it is required to hold the canopy open in slightly adverse conditions.

Signs of oily deposits around the ram seal indicate that the gas strut is probably starting to leak.

If Non Genuine struts are used ensure they are neither too weak nor too strong. Too weak and they will allow the canopy to close inadvertently and too strong and they may put undue strain on the hinges or frame. The strut may also form part of the canopy jettison system, in which case only genuine parts should be used.

Approved By

Jim Hammerton, Chief Technical Officer

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Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.

Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.

Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.