

Applies To:

All kingpost hang type hang loops manufactured between January 1, 2009 and August 25th, 2011. NOTE: THIS REVISION CHANGES THE BEGINNING OF THE DATE RANGE TO WHICH THIS INSPECTION REQUIREMENT APPLIES FROM SEPTEMBER, 2010 TO JANUARY 2009.

Service Requirement:

Inspect and replace as necessary.

Tools Required:

Phillips head screwdriver
5/16" wrench

Background:

A customer recently discovered greatly accelerated wear on a hang loop where the loop attaches to the tang which is bolted to the kingpost on a U2 145. Current production models that use this type of hang loop are all U2's and all Sport 2's. Replacement hang loops manufactured since January 1, 2009 for other models using a kingpost hang system are also affected by this inspection – recall notice. We do not know the exact beginning of the time period to which the recall applies, but we know at least one defective loop was produced as early as March of 2009, so we recommend inspections of all loops made up to 3 months prior to that. The defective tool was replaced on August 25th, 2011, so the recall period ends on that date.

We have determined that the accelerated wear is caused by a defective grommet installed in the hang loop tang which is the result of a damaged grommet setting tool. NOTE: BECAUSE THE DEFECTIVE GROMMET IS THE RESULT OF DAMAGE TO THE GROMMET SETTING TOOL, IT IS LIKELY THAT THIS DEFECT APPLIES TO EVERY HANG LOOP PRODUCED SINCE THE TOOL WAS DAMAGED. THERE HAS BEEN AT LEAST ONE COMPLETE FAILURE OF A HANG LOOP SINCE THIS RECALL WAS ISSUED (center photo below). The photo on the left below shows the damage to the hang loop, and the photo on the right shows a correct grommet – tang installation on the left, and a defective installation on the right, where there is a sharp edge on the inside of the installed grommet.



It is IMPERATIVE that every hang loop produced during this period be inspected and that every defective hang loop be replaced.

Note that there are two factors which may prevent one from noticing the defect on casual inspection – one, the hang loop tang is normally covered up by the protective kingpost base sock, and two, the defect on the hang loop tang grommet may be on the inside of the tang, not easily visible unless the hang loop is removed from the kingpost so that the inside of the tang can be inspected.



Procedure:

Peel back the protective sock to expose the bolt head and clinch nut that secure the hang loop to the kingpost. Remove the ¼ inch clinch nut from the bolt, remove the bolt from the kingpost, and dismount the hang loop from the kingpost. Note that there are two loose bushings inside the aluminum bushing that is permanently installed in the kingpost – take care not to misplace these.

Inspect the hang loop carefully for any sign of wear at the attachment to the tangs, and inspect the grommets installed in the tangs for any sharp edges. If you find wear on the hang loop, or sharp edges on the grommet, the hang loop will need to be replaced.

If your hang loop needs to be replaced, contact your Wills Wing dealer or Wills Wing directly to obtain a replacement loop. You will need to provide your glider serial number, model and size, and if your loop is not a standard Wills Wing length loop, you will need to provide the distance from the clip in point on the hang loop to the top surface of the basetube. (See the article here for more information on determining and specifying non-standard hang loop lengths:

<http://www.willswing.com/Articles/Article.asp?reqArticleName=RightHangHeight>