

004 Unpacking the hangar

Aim: To learn how to safely move aircraft and equipment in and out of a hangar.

Anyone new to the club will often be left wondering how we manage to fit all the gliders into the space available. Aircraft are all squeezed in with wings overlapping, a little like a Chinese puzzle.

For it all to work without damage, all involved must know what they are doing. So, here are some points on the hangaring of equipment that you will be taken through so you are capable and competent when assisting with the task of removing and repositioning equipment in the hangars.

Moving Gliders:

- A minimum of 3 people are needed to safely move gliders in and out of a hangar.
- Ensure any gliders that are not being moved are adequately secured so any wind entering the hangar once the doors are opened does not cause them to shift / lift a wing.
- Always open the hangar doors fully and know the relationship between hangar width and the gliders wingspan.
- Fit the glider's tail dolly if available. If not, ensure the tail is lifted at the appropriate lifting point.
- Watch for clearance from overlapping wings or hangar structure.
- When moving gliders, ensure there is a person at each wingtip and someone observing the tail to ensure clearance. If clearance is not assured...shout STOP... and sort it out before hitting something.
- Nominate one person to take overall charge of moving the aircraft.
- Ensure the correct method is used when moving the glider; use recommended lifting / pushing points.
- Move gliders clear of the hangar so more can be removed and secure them against moving if unattended.
- When turning a glider, the command "forward with the wing" means move towards the nose, even if that means you are travelling backwards. Equally "back with the wing", means towards the tail.
- Batteries are removed each evening and placed on charge.
- Parachutes are put back in their bags and placed in the storage racks.
- Dirty aircraft should not be put away in the hangar.

Moving Towplanes:

- Always have a competent person to check the switches are off.
- When moving a towplane out of a hangar, position it far enough clear to allow starting and taxiing without slipstream passing into or blowing dust into the hangar or over other parked gliders.
- A minimum of 3 people are required to safely remove the towplane from the hangar.
- Park the towplane into the wind with brakes parked.

Other Equipment:

Tow vehicles and tractors are kept in the separate MT shed. Use common sense and ensure adequate clearance is available when shifting the vehicles in and out.

Hangar Rash:

This is a term to describe damage done to aircraft and equipment when moving them in hangars. It ranges from a small scuff or scratch to significant damage requiring costly repair. People never intend to damage equipment; it is usually a result of trying to do the job with too few people, rushing, cutting corners, poor lighting, no-one taking control or any combination thereof.

Tip:

If the glider's brakes are left unlocked when it is in the hangar this will avoid straining / weakening the locking mechanism.

1. Need To Know:
2. How the club equipment is stored in the hangar. •
3. How to safely move equipment in and out of the hangar.
4. When to say STOP before damage is done.

Consider this:

Every year gliders are damaged in the hangar due to hangar rash. These are often costly and sometimes make the glider unserviceable. Prevention is far better than cure.

Further Reading:

Club Rules. Good all round info on specific administrative and operational rules at your club.