

Midland Gliding Club – 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 hanging 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.

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.

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.