

REMOVAL OF GLIDERS

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

A variety of club equipment can safely and securely be stored in the club hangar. One new to the sport will often be left wondering how it can all be fitted into the space available when first catching sight of glider wings, tow planes, caravans, winches and more all squeezed into and overlapping each other in the hangar. 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 hangar.

Moving Gliders:

- A minimum of 3 people is 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. i.e. can the glider pass straight in / out or must it be turned at an angle to fit through the doors.
- 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.



A heavy Twin Astir backed on to a trolley for rolling it in / out of a concrete floor hangar

Moving Towplanes:

- 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.
- Park the towplane into wind with wheels chocked, brakes parked and controls locked. Note that some aircraft are safer parked facing downwind in strong wind conditions.

Other Equipment:

- Use common sense and ensure adequate clearance is available when shifting other equipment into / out of the hangar.

Hangar Rash:

This is a term used 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. Humans being what they are, it makes good sense to pad any parts of the hangar structure that may get “attacked” by an aircraft! Strategically placed foam padding has saved many gliders from significant damage... not to mention pilots’ skulls!

Tip:

- Leave a glider’s brakes unlocked when it is in the hangar to avoid straining / weakening the locking mechanism.
- Close the small side windows on canopies (carefully) to prevent birds entering and nesting in the cockpit while stored... particularly if there is no canopy cover fitted.



The sliding side window / clear view panel of a Twin Astir, viewed from the inside. Note the side vent that can be pushed open

Need To Know:

- How the club equipment is stored in the hangar.
- How to safely move equipment in and out of the hangar.
- When to say ***STOP*** before damage is done.

Consider this:

- Every year we receive reports of damage done that grounds gliders for extended periods due to hangar rash.

Prevention is far better than cure.