

HANGAR PACKING

Do not remove or return gliders without supervision until you have had some basic guidance and practice. You need to be familiar with buggies, tow-out gear, glider ground-handling etc.

Tow-out gear

Ensure that you have been instructed in its use – how to put the towbar and tip dolly on.

Do not reverse right up to the tail of the glider, stop a metre away and pull the glider towards the tow hitch on the buggy.

Moving gliders

If you are driving the buggy, go slowly and check behind you often so that you know where the wingtips are, and that the wingtip holder is not running. This applies at all times, not just when hangar packing.

If you are holding a wingtip, be prepared to shout STOP if going too fast or if the glider is in danger of hitting something.

Across the apron

If using a tow rope, have a brake person in front of the leading edge of the glider, next to the cockpit. If in doubt, unhook and pull the glider by hand.

Apron to hangar

Have someone walking next to the un-held wingtip to ensure that it is clear of parked aircraft and cars – no need to hold onto it, just watch it.

If using tow-out gear, have a person walking next to each wingtip watching for obstructions.

If watching a wingtip, shout STOP well before reaching the obstruction. Once the glider is stationary work out what to do to avoid the obstruction.

Equipment and instruments

Remove all ballast and seat backs from gliders AND from buggies and return to correct storage in bus.

Switch off radios and all instruments, remove the batteries and place on charge.

Cleaning

Clean gliders, as a minimum all bugs to be removed from leading edges every day.

Dry rain-wet wings on gliders and tug with a squeegee, having first closed DV panels and locked airbrakes. Wipe canopies with a clean leather.

After flying from a damp airfield ensure that mud is cleaned from the bottom of the glider and from the wheel box, especially if frost is forecast; frozen mud will prevent the glider from being moved.

Parachutes

During summer parachutes can be left in gliders. At other times take parachutes to the clubhouse after flying. Wet parachutes are unserviceable, so never put them on the ground or grass. If they do get wet, take them to the clubhouse to dry out.

Packing the hangar

Ensure that ALL hangar doors are FULLY open before moving gliders in/out. When steering a wingtip and yourself past the door, leave some space – about half a metre.

Have a person watching the un-held wingtip.

Ensure that there is agreement about the meaning of “forward/backward” – some people mean relative to the nose of the glider, some mean direction of travel. If in doubt, ask for clarification. Ideally the person in charge should point the direction they want you to go. If you are unsure shout STOP or SLOW DOWN.

Put the T21 and single seaters at the back of the hangar unless you are sure they will be needed early the next day. Put the single seaters away first if possible.

After flying on Sunday/Monday ensure that the tug and a K21 are at the front of the hangar and easily accessible, the course instructor may need to unpack solo or with only an inexperienced helper.

Do not block the fire door.

Avoid leaving wings overhanging and close to other aircraft canopies, they break easily if the opposite wing is raised clumsily.

Parking

Remove tail dollies. When fitting/removing tail dollies look all around glider, both wings (especially trailing edges), under nose and around tailplane to ensure you are not lifting or dropping one glider on to another. Leave space for this when parking gliders.

Put a tyre underneath downward wings and another on top – not on the ailerons! The first keeps it dry if the hangar floods and the second stops the glider changing wings. This also applies when aircraft remain in the hangar during the day after unpacking. Doors at both ends could be opened and wind gusts may result in a glider changing wings while unattended.

Put canopy covers on single seaters and the Duo Discus.

Buggies and bus

Park buggies so that the roof is clear of wings. If you need to park close to tug or glider (within 1 metre), place the buggy in neutral and push it. This also applies when getting the buggy out – ensure it is well clear of aircraft before starting. Refuel buggies outside the hangar in case of spillage.

Drive the bus into the hangar forwards, and after the aircraft have been put away. If safe and easy to do so, park the bus near to the battery chargers.

Leave the bus tidy. If necessary, empty the bin. Take radios, launchpoint phone and log paperwork to the clubhouse.