

Utah Wing Building Hangar Policy

The hangar we use currently provides space for two 182s and a Gippsland GA8.

- Please use caution when walking around the aircraft and other equipment.
- If you move the furniture around make sure all pieces are returned after the use. Do not leave any chairs or tables in a position that could compromise the safety of personnel or of the aircraft.
- If you spill something clean it up.
- During pre-flight make sure all furniture and equipment are more than 6 feet from the path of the horizontal stabilizer.
- Check that no obstructions objects such as ladders used to check the fuel caps are not positioned where the aircraft may strike them when pulling the aircraft from the hangar.
- After pre-flight close aircraft cabin doors for better visual awareness when removing the aircraft from the hangar.
- Unlatch both sides of the hangar door before moving the switch on the south wall to the up position to open door.

OPEN the HANGER DOOR ALL the WAY!!

Aircraft removal from Hangar:

- Confirm everybody is clear of the aircraft.
- Confirm the aircraft is visually clear of all obstructions during removal.
- If there is a crew present, assign duties to watch the wing tips and vertical/horizontal stabilizer.
- Instruct the crew to push the aircraft from the wing struts.
- Slowly pull aircraft from hangar, pulling it straight ahead until the vertical stabilizer is completely clear of the hangar door.
- **DO NOT TURN THE AIRCRAFT WHEN REMOVING IT FROM THE HANGAR UNTIL COMPLETELY CLEAR OF BUILDING!**
- When aircraft is completely on the ramp, chock and set the parking brake.
- **REMOVE TOW BAR** and return to the hangar.

- Close the hangar door and latch both sides.
- Turn off lights and heat.
- Make sure all walk through doors are locked prior to leaving the hangar.

Putting Aircraft into Hangar:

- Set park brake on aircraft so it does not roll away.
- Unlatch both sides of the hangar door before moving the switch to the up position to open the door.
- Open hangar door completely and confirm it is open all the way.
- Confirm all furniture, tables, chairs, USAR equipment, and the hangar floor (chocks or other items) are completely clear prior to pushing aircraft into the hangar.
- If an aircrew is present, assign duties to watch the wing tips, elevators and vertical stabilizer before pushing the aircraft into the hangar.
- Instruct the crew to push the aircraft from the wing struts.
- Confirm ignition key is in the "OFF POSN" and key is removed and placed on top of the dash in clear view.
- Confirm mixture and master switch is in the idle or off position.
- Turn propeller counter clockwise only enough to straighten it out with tip point straight up.
- Release parking brake.
- Close cabin doors so you can get a good view of the aircraft.
- **CAUTION: PUSH ON THE FRONT OF THE NOSE COWLING.
DO NOT PUSH ON PROPELLER OR NOSE CONE!**
- **CAUTION: DO NOT TURN AIRCRAFT WHEN IN THE HANGAR BECAUSE YOU
COULD HIT SOMETHING WITH THE SWING OF THE TAIL.**
- Gently push the aircraft back until the nose cone is safely clear of the position the door will take when closed.
- Chock at least one of the wheels.

- Complete all aircraft paperwork. If there are any mechanical squawks be sure to note and notify the crew chief.
- Complete securing the aircraft. Make sure the iron maiden is installed when you are through using the aircraft.
- Replace keys in the locked storage box.
- Close hangar door completely and secure latches.
- Turn off all lights and heat.
- Close and lock the walk through hangar doors.

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