



## Safety Best Practice

### PREVENTING HANGAR RASH

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Hangar guide lines are one of the best ways to prevent damage to aircraft when moving them in or out of a hangar. As long as all obstacles (i.e. chairs, other aircraft) are moved out of the path of the aircraft during aircraft movement, we can avoid wing tip and tail surface strikes simply by ensuring that the aircraft tires are rolling over the lines during movement. Once an aircraft is lined up, simply watching one of the main wheels rolling over the line will ensure adequate clearance. *Safety Note: The line is a guide, but aircraft clearance is still a responsibility of the aircraft movement person(s).*

The perpendicular termination line that you see in figure 1 marks the spot where you must stop the nose wheel prior to operating bi-fold hangar doors. This mark is located 35 feet from the opening of the hangar door. Figure 2 shows a bi-fold door in operation, and you can clearly see that contact with the aircraft rudder would be made if the aircraft was pushed too close to the door. *Safety Note: Door should be full open, but a marking to demonstrate full open is a best practice.*

The rear chock shown in figure 3 is fixed to the floor to prevent movement. This is another great way to prevent tail surface damage. Chocks that aren't positioned properly could allow the tail to strike objects in the hangar. Even a few inches of misalignment of these chocks would allow the tail to move several feet to either side.

Finally, if your squadron has obstacles in the taxi path then you need to ensure that taxi lines (figure 4) are painted to provide nose wheel alignment. Without these lines pilots are simply guessing where the nose wheel should be, which is an invitation for aircraft damage.

Take a look at your squadron's hangar facility. Even if it is shared with other aircraft, markings can be applied to provide guidance. Some squadron's have even provided markings for the movement of other aircraft in their shared hangar. Be proactive and prevent needless and wasteful hangar rash damage to our aircraft.



Figure 1



Figure 2



Figure 3



Figure 4