



HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY
7401 Airfield Drive
Richmond, Virginia 23237-2250



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All Members, Virginia Wing

Recently we had an aircraft damaged by "Hangar Rash." This occurred while the aircraft was being pushed back into the hanger where it is stored. This is not the first occurrence of ground damage to Civil Air Patrol aircraft assigned to Virginia Wing but it must be the last.

It is always a good idea to have at least two persons whenever an aircraft is moved from a hanger or put back in. One person controls direction and to push or pull the aircraft and one person to act as a spotter for clearance. In the last incident that occurred, this would not have prevented damage, as there were three people involved in putting the aircraft back into the hanger. You still have to look where you are going. In "T" hangars aircraft are moved in and out only in a straight line. There is not turning or corrections made once the tail has passed the hangar entrance. Steel is a lot stronger than aluminum or synthetics; it will not give.

Over the last few years CAP has paid out over \$20,000 to repair damage to VA Wing aircraft. This includes but is not limited to taxi damage, aircraft damage while being pushed by CAP and other personnel, and damage while landing or taking off. All of these incidents were caused by human carelessness. These incidents required the submission of a Form 78 and a Form 79 investigation and subsequent finding of fault. These findings also involved the charging of members a sum of money to repair the damage.

There have also been a number of damage incidents that have not been reported when they occurred. Compliance with CAPR 60-1 was not adhered to as the damage was discovered sometime after the fact. This includes damage to a wing tip, broken navigation light lenses, broken tail light lenses, bent tail tie down rings and damaged stabilizer and elevator tips. There have been occurrences of interior of aircraft damaged by sharp objects and interiors left with garbage and vomit. Some of these incidents are still under investigation to help determine means of future avoidance. We also average a flat spotted tire every month.

In light of the above comments, all incidents that cause any damage to an aircraft, no matter how minor are to be reported in accordance with CAPR 60-1. If any damage to an aircraft is discovered later, the last pilot in command whose name is listed is on the Form 10 when the incident is discovered, will be considered the pilot who caused the incident and will be charged with the incident. This will include flat spotted tires. With this in mind if you come out to fly and discover any dings, dents or damage, make sure that this is reported to DO prior to your flight or "you bought it." In accordance with CAPR 60-1 pilots charged with the incident will be charged with the cost of repairing the aircraft and could face suspension of flying privileges. The comment that it is "just a piece of plastic" doesn't cut it.

We are trying to acquire new customers for our services and any degradation of our equipment will only hinder or delay these programs.

We are not in combat. We do not have to meet absolute schedules. Make haste slowly. Take into account ORM. Don't try to cut corners. Make sure you have clearances from all other objects. There are very few acts of G-d that damage aircraft. G-d is much more careful than some of our pilots.

Richard L. Moseley, Colonel, CAP
Commander