

## SINGLE TOPIC E-MAIL



### **Using the proper direction and location to conduct a preflight full engine run-up**

#### **To all:**

With the winter's snow and ice, the practice of conducting a preflight engine run-up outside the designated areas can go from being simply discourteous, to being dangerous. In normal fair weather VFR conditions, conducting a run-up on the taxiway causes unwelcome noise for some of the nearby flight ground school classroom instruction. The propeller wash can hit the hangar fronts and can fill the hangar with dust / dirt even under the hangar door seals.

However, at this time of the year, propeller wash can launch chunks of ice & snow as dangerous projectiles. They can hit hangars, other aircraft, and people.

Please be safe and be courteous. Ensure that you conduct your preflight run-up into the prevailing wind and within the designated run-up areas. Run-up areas have been constructed at the ends of all OGD runways. Please use them.

Each pilot is fully responsible for their jet blast / propeller wash.

Thanks for listening.

bwg

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