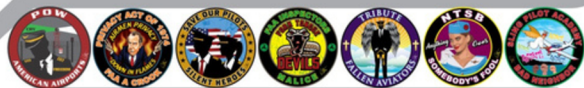
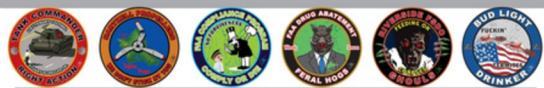


REBEL



AIR



Protect the Nose! It Knows! Wiggle! Wiggle! Wiggle!

Hello my fellow aviators and beloved mechanics! Welcome to a new series designed to help you with actually doing the job of a pilot.

In flight schools you are just taught how to fly the aircraft. What about how to do the job? What about keeping the job? I have not seen, nor have I heard of anyone doing this for you guys. These articles are for you! I have spent 30 years being a FAA Gold Seal Flight Instructor, and corporate pilot.

There are many airline guys providing insight into that field of aviation, but I have not seen very many corporate pilots providing help to you. I would like to change that! These articles highlight the field of corporate aviation.

When I had my students I would start out by saying, "Do you know...." And they would immediately start yelling back to me, "Thousands of dollars! Thousands of dollars!" This will be the case when you talk to the Captain, or owner of a flight department! He knows down to the penny how much repairs cost! And yes! It is "thousands of dollars!"

Let us just talk about the nose gear. This is something you can think about now, and add to your training flights. Right now you are in Cessna's, Piper's, or Sling aircraft. Very light weight and forgiving. Soon this will not be the case! You will be moving up to twin engine planes. Planes such as the Piper Seneca's, King Air's, and Gulfstream's. These aircraft are very heavy. They do not allow you to make amateur mistakes.

One of the most common amateur mistakes is that of turning the aircraft into the run up area without straightening the nose wheel. If you do not straighten the nose wheel before coming to a stop it is crooked to your forward movement. This leaves the nose wheel at an angle resting on the rough concert or asphalt. After your run up, when you move forward again, the nose tire drags across the pavement sideways. This can tear the tire right off the rim!

Consequences of not Teaching or Learning this technique.

I have personally had the nose wheels ripped right off of both my Beechcraft Duchess and Piper Seneca. As you can see the asphalt is very rough. It is almost like rough sandpaper, and it grabs the nose tire if the tire is moved forward at an angle. This mostly occurs in the run up area, but can also happen at the fuel island, a tie down, and most anywhere you park the plane.

If the aircraft has the nose wheel ripped off in the run up then the plane needs to be towed back to a maintenance hanger. Once in the

The tarmac at the airport is like sandpaper! It is very rough and will grab that nose wheel tire.



This is a "light twin." You can see how much weight it has on the nose wheel.

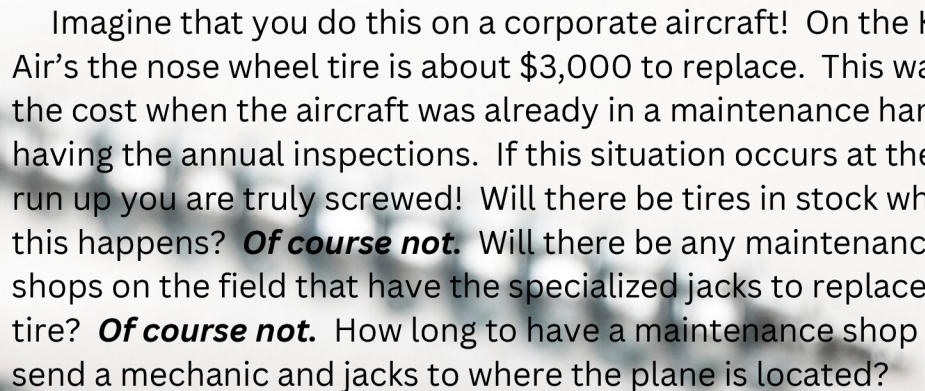


As you can see the nose wheel tire will be dragged sideways when you start moving forward again.



maintenance hanger it usually takes one to two days to have a new tire and tube replaced. This is only if they happen to have the tube and tire in stock, and if they have time to do it. Otherwise, it is usually a week or two!

That means the plane is down for a couple days to a couple weeks. Just missing one or two flights a day means a loss of \$500 to \$1000 a day. The tire costs \$300 to \$500, and the tube \$150. The maintenance shop will charge about \$300 to \$500 for labor. As you can see just on a small training plane we are up in the thousands of dollars!



Imagine that you do this on a corporate aircraft! On the King Air's the nose wheel tire is about \$3,000 to replace. This was the cost when the aircraft was already in a maintenance hanger having the annual inspections. If this situation occurs at the run up you are truly screwed! Will there be tires in stock where this happens? **Of course not.** Will there be any maintenance shops on the field that have the specialized jacks to replace the tire? **Of course not.** How long to have a maintenance shop send a mechanic and jacks to where the plane is located?

Weeks to a month if they will come at all. As you can see once you move up to the corporate aircraft you are looking at tens of thousands of dollars!

This does happen out there on the tarmac and it is *brutal*. Can you imagine doing this to your employer? The passengers have to be shuttled to their destinations. They will refuse to pay for anything, so there's another couple of thousands of dollars lost. The passengers will be madder than wet cats!

They will go out of their way to tell the story of your busted up aircraft. As a result, you will probably be placed on "Stand-BYE!" Just like a young girl right before prom, you will be sitting staring at your phone, and no one will call you. Can you say, "Brutal?"



Waiting for the call that never comes while on "Stand-Bye!"



The faces you will see when you look back on your passengers. Right before they scratch your eyeballs out!

Corrective Actions

You need to start practicing how to straighten the nose wheel now. When beginning your flying career you will not be given very many chances to make mistakes. Practice flying that Cessna 172 like it is a jet, a King Air, or the aircraft you dream of actually flying.

To teach proper placement of the nose wheel is very simple. Remember my young CFI's you are not training future brain surgeons. You are training dumb cowboys! Make everything you teach as simple, and as dumb as you possibly can! Before having the student stop the plane the both of you need to be on the rudder peddles. You as the CFI do not put any input, but just be on the peddles to feel what's going on. Before stopping the plane both of you say aloud, "Wiggle Wiggle Wiggle!" Having the student wiggle the rudder peddles. Making sure the rudder peddles are even before stopping, and there is no pressure on the rudder pedals towards either side. Even if you look at the rudder peddles, they can be even, but there is still pressure to one side. That is why you need to "wiggle wiggle wiggle" the pedals to relieve the pressure on that nose wheel.

After this procedure is second nature have your student stop saying this phase. It will freak out future passengers! The passengers will be expecting the pilot to sing the rest of the song, "head, shoulder, knees and toes!" This song was from an Australian children's show. Believe it or not they were called "The Wiggles!" Most aviation training is provided in cartoons and children's books! It only takes about ten or so training flights before this procedure is ingrained into your student. This may just save your student's flying career, and of course it will save "Thousands of Dollars!"



Head, Shoulders, Knees and Toes

The Wiggles!!! I love this song! Sing this song to your students today!

Please help support my efforts to improve aviation! The flight patch is available for free. I do ask for donations if you can do it. Also, please consider me for your next flight review. If you can put together 3 or more pilots I can come to your airport. After the flight reviews I can give a talk on any topics you and your friends would like to hear about!

Another way to support this effort is to schedule advance multi-engine training. I have a Piper Seneca II which is a six seat turbo charged twin engine aircraft. It is glass cockpit with GPS, and a beautiful leather interior! Not a training plane to be sure! With this training it would be going into Class Bravo airports such as Las Vegas, Phoenix, and San Diego. Doing boarder crossings into Mexico. How to conduct cross country flights as a corporate pilot would do the flight. Learning about how to safeguard the aircraft, and care for your passengers.

Just email me at rmriter@aol.com for more information on how to obtain flight patches, schedule a flight review at your airport, or to schedule advance multi engine training.

God Bless! Keep Flying Speed!
Don't Forget to Wiggle!!!

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You can view the video on this topic on
YouTube at: Capt.Robert"ThatGuy"Riter



Order you free flight patch today!
Just email: Rmriter@aol.com