

TIRES ON N571DL

There is ample evidence that the tires on DL have been subjected to some unwarranted abuse. Unwarranted locking up of the brakes and or landing with a side loading. New tires are being installed this week but it's an expense that doesn't have to happen with such frequency.

Brakes are to be used as follows:

- Applied after power is reduced to idle during taxi or in landing rollout.
- During startup and run-up before takeoff.
- Anytime speed is above a slow run or fast walk during taxi with power reduced to idle.
- Do not ride brakes during taxi. Use a combination of power and brakes to maintain taxi speed parameters.
- When confronted with an emergency such as wildlife or vehicle on runway, taxiway or movement area that represents a collision threat.

During take-offs and landings the feet should be on the bottom of the rudder pedals, not on the toe brakes.

When cleared to land, the entire length of the runway is available unless LAHSO procedures are in effect. If LAHSO is in effect, there should be ample runway to land and decelerate using minimal braking.

If doing short field landing practice, simulate heavy braking with verbal announcements.

Methods and procedures to use to prevent skidding tires when landing or departing:

- Aileron into the wind until airspeed generates rudder effectiveness.
- Use slip into wind method for landing by lowering the wing into the wind and opposite rudder to preclude the aircraft turning. Land on one tire if necessary and aileron into the wind.
- The crab and kickout method is not recommended as it takes skill not normally seen in GA pilots.

Max crosswind component is 15 kts. Operating outside of this figure is in violation of WINDSOCK rental agreement and FAR's. With two runways at the Florence Airport this condition should not present much of a problem. For landings at other airports, the flight planning should clearly indicate a GO or NO GO decision on the flight. Flight Instructors must teach and verify that all students understand the crosswind component, how to calculate, and its impact on safety and equipment.

Sincerely,

George Roberts - Owner
Windsock Aviation Ltd