



Inspect the spring-loaded front pin for crud or rust that could keep it from seating properly. Don't forget the spring. If it feels like it's lost some of its tension when you finger-test it, replace it.

Eyeball your bird's eyebolts. If they're chipped, worn, bent or cracked, replace 'em.

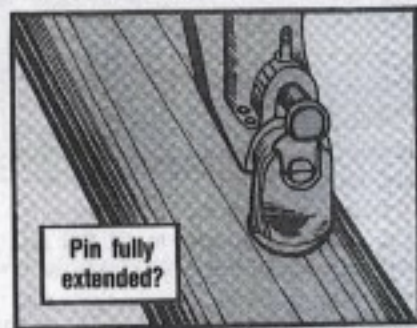
And don't forget to lube your wheels with general purpose aircraft grease every 6 months. Just follow the lube chart in your bird's TM.

Install 'em Right!

'Course, all the maintenance in the world won't help much if you don't know how to use your wheels. Some mechs don't. Some even install them backwards.

Remember spring forward, just like you do with your clocks when we go to Daylight Savings Time each Spring. The spring-loaded pin goes in the forward eyebolt, and the fixed pin goes into the rear eyebolt.

The main thing, tho, is to make sure the front support pin is fully engaged in the eyebolt. Use your fingers to make sure. If it's not fully engaged, you could get a mouthful of rubber and steel.



Take a Load Off

Using your ground handling wheels is never a one-man job, so get a couple of your buddies to push down on the tail boom before extending or lowering the wheels. That'll take some of the load off the wheel assemblies and save unnecessary wear and tear on the pump seals.

Always attach and pump both sets of wheels at the same time to keep from putting too much strain on one set at a time. 'Course, when you're lowering the wheels, the same principle applies—release the pressure on both pumps at the same time and do it s-l-o-w.

Remember, if you take care of your wheels between moves—going by the book when installing, removing them and using them—they'll always be there when you need them.