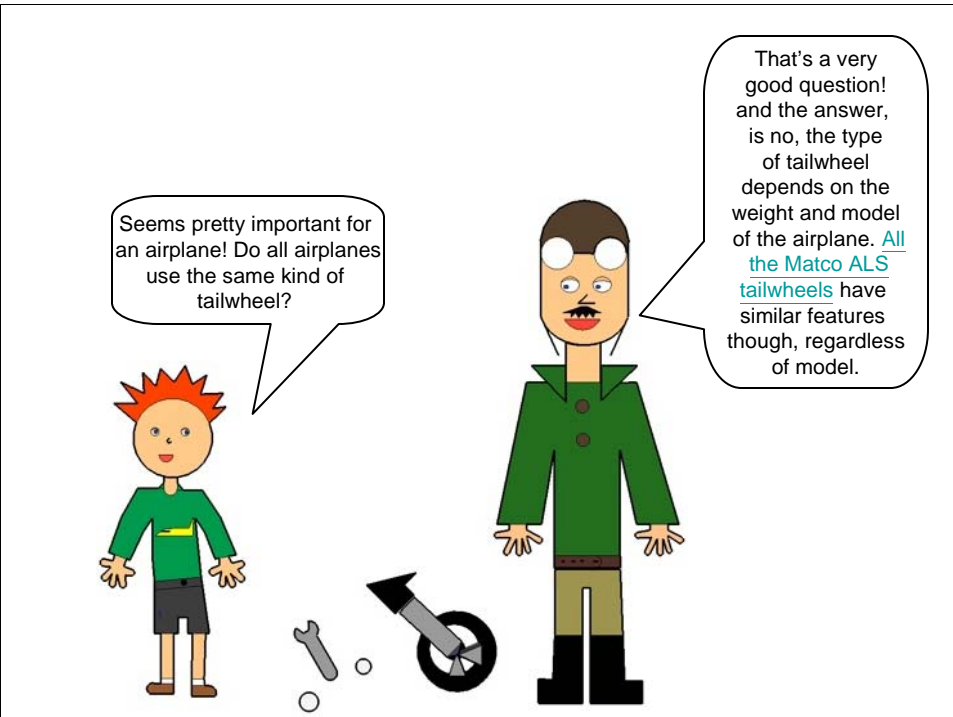


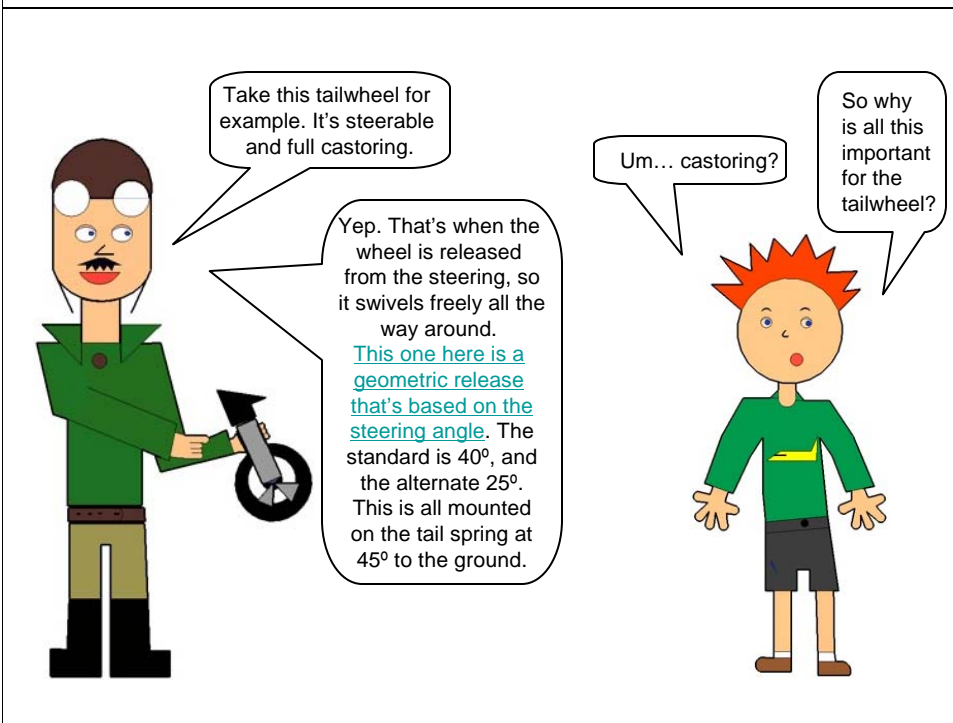
Hey Skids! What are you working on today?

Afternoon Spence! I'm in the middle of installing a Matco tailwheel onto this airplane, to get it all ready to go.



Seems pretty important for an airplane! Do all airplanes use the same kind of tailwheel?

That's a very good question! and the answer, is no, the type of tailwheel depends on the weight and model of the airplane. [All the Matco ALS tailwheels](#) have similar features though, regardless of model.

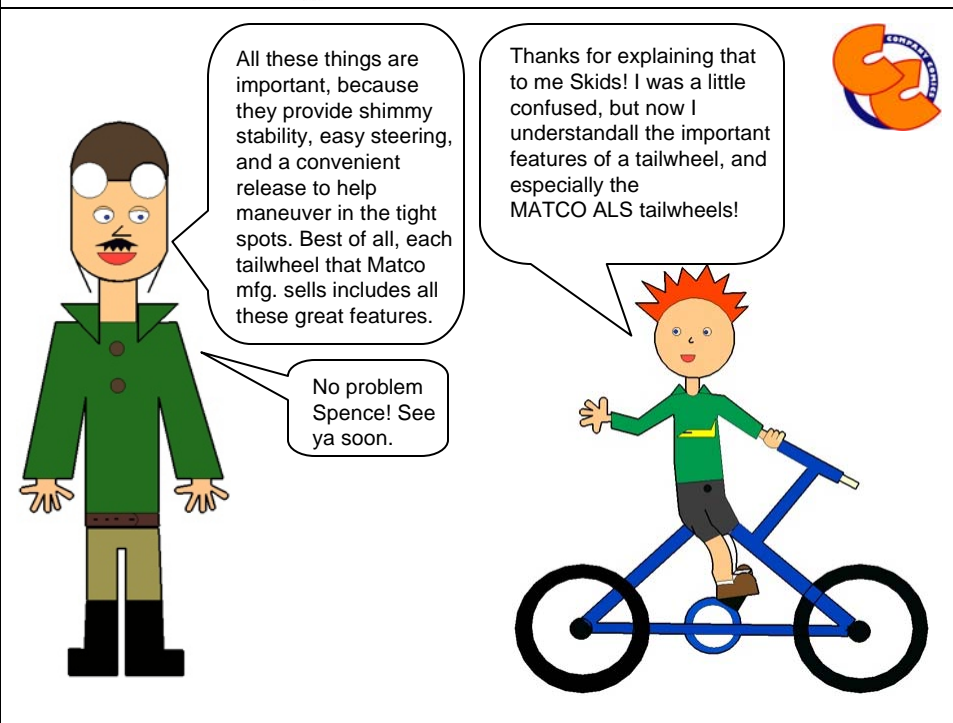


Take this tailwheel for example. It's steerable and full castoring.

Yep. That's when the wheel is released from the steering, so it swivels freely all the way around. [This one here is a geometric release that's based on the steering angle.](#) The standard is 40°, and the alternate 25°. This is all mounted on the tail spring at 45° to the ground.

Um... castoring?

So why is all this important for the tailwheel?



All these things are important, because they provide shimmy stability, easy steering, and a convenient release to help maneuver in the tight spots. Best of all, each tailwheel that Matco mfg. sells includes all these great features.

Thanks for explaining that to me Skids! I was a little confused, but now I understand all the important features of a tailwheel, and especially the MATCO ALS tailwheels!

No problem Spence! See ya soon.

