

DroMight™ Rudder Locking System Frequently Asked Questions

1. Is this item compatible with both the Vans RV-14 and the RV-14A?

Yes. The RV-14 is the tail dragger version, and the RV-14A is the tricycle version of this aircraft. Both of these aircraft use the same rudder pedal system making our rudder lock compatible with both the RV-14 and the RV-14A.

2. Is the DroMight™ rudder lock compatible with other aircraft?

Currently, our rudder lock is only compatible with the Vans RV-14 and RV-14A models. We plan to build versions for other aircraft so check back often.

3. What is the warranty?

The DroMight™ Rudder locking system is warrantied for two years against manufacturer's defects. If you have a problem with your rudder lock, please email the manufacturer at sales@terrestrialimaging.com and they will take great care of you.

4. What is the Rudder Lock system made from?

The main tube structure is made from 6063-T5 Aluminum tubing. The tension compression feature include: a solid steel tip, CNC machined aluminum piston, an internal stainless steel compression spring supported by a CNC machined aluminum backstop pin. The aluminum tubing is anodized in a brilliant red color to make it easy to see during your pre-flight. The permanently installed base plates are made from aluminum sheet metal and are anodized in black for both color and corrosion protection.

5. Do the base plates remain on the aircraft for life?

Yes. Once the two base plates are installed on the aircraft, they can remain on the aircraft for life. They can easily be removed and reinstalled for your annual condition inspection.

6. Do you have a carry bag for the rudder locks so that I can easily store them in the aircraft?

We do not include a carry bag in our kit. We've noticed that a universal camera tripod bag works great for the DroMight™ Rudder locks. There are many tripod bags that can be purchased online at a reasonable price. You'll want purchase a bag that is 21" to 23" long.

7. Does this rudder lock also lock the ailerons and the elevator?

The DroMight™ Rudder Lock ONLY locks the rudder. It does not lock the elevators and the aileron. Many pilots use the seatbelt to lock the stick full back in the seat which will lock the ailerons and the elevator too. This method of course will lock the elevators in the full up position.

8. Will this rudder lock secure my rudder in extremely high winds?

While we are very confident that the DroMight™ Rudder lock is the most secure locking system that you can purchase, many damaging things can happen to your rudder in high winds even while the rudder lock is in place. If you anticipate that your aircraft will be subject to high winds, we recommend that you use multiple locking methods to reduce the chance of damage. Even better, relocate your aircraft to an area where the winds are calmer or seek shelter in a hangar. When in doubt, always refer to the manufacturers recommendations.

9. Who is Terrestrial Imaging?

Terrestrial Imaging is the founder and manufacturer of the DroMight™ Rudder Lock. The team at Terrestrial Imaging built a Van RV-14A and was not happy with the rudder locks available in the marketplace. The end result was the creation of the DroMight™ Rudder Lock.

10. How heavy are the rudder lock parts?

The base plates that mount to the aircraft permanently weigh a total of 5.93 ounces (169 grams). The base plates should be calculated in your weight and balance as they become part of the aircrafts empty weight. The red rudder locking tubes each weigh 13.7 ounces (387 grams). The red locking tubes are not permanent parts of the aircraft and should not be calculated in your aircrafts empty weight.

11. How long are the red rudder locking tubes?

From tip to tip, each red rudder locking tube measures 19.25" (489 mm)

12. Can the rudder locking tubes be extended to be either shorter or longer?

Yes. When we designed the DroMight™ Rudder Locking system, we learned that there are three possible configurations for the installation of the rudder pedals. The rudder pedals can be installed in the holes closest to the firewall, closest to the pilot, or in the middle. Each of these configurations will require a slightly different length rudder locking tube. The rudder locking tubes can be adjusted a total of 3" (76mm) in length, in increments of 0.4" (10mm) using the pre-drilled holes. If these predrilled holes do not meet your needs, you can also drill additional holes to create a custom length to fit almost any rudder pedal configuration.

13. Will I be able to install the base plates in my aircraft if I have carpeting on the control column cover?

The base plates must be installed flush against the aluminum control column cover. If you have carpeting covering the control column cover you will have to cut out a square of approximately 3.5" (89mm) at each base plate to allow the base plate mount to protrude through the carpeting. This is the same for carpeting or vinyl covering.

14. Is there any particular orientation that I must respect when installing the red rudder locking tubes between the rudder pedals and the base plate?

Yes. You must install each red rudder locking tube so that the yellow "Remove Before Flight" message is facing up towards the sky. There are two reasons for this. The first reason is that the rocker end that mates into the base plate must be oriented a certain way. The second reason is that we want to be sure to remind you to remove the rudder lock before flight.

15. Do I have to remove the red rudder locking tubes from the rudder pedals before flight?

Of course you must. This sounds like an obvious question but every year people die in aircraft accidents because they neglected to remove one or more control locks before flight. Make sure that you perform a thorough preflight inspection before each flight and always remove both red rudder locking tubes before flight. You can leave the base plates permanently mounted to your aircraft's control column cover but you MUST always remove the red locking tubes before flight.

16. Should I add "Remove DroMight™ Rudder Locks" to my pre-flight check list?

Absolutely yes! Adding "Remove DroMight™ Rudder Locks" and "Remove All Control Locks" to your preflight check list is a great idea. Nothing is more important than the safety of the pilot and the passengers.

17. What makes the DroMight™ Rudder Lock the best rudder locking system for the Vans Aircraft RV-14 and RV-14A?

There are many ways to secure a rudder when on the ground. They typically fall into two categories. External rudder locks and Internal rudder locks. Of course, it is essential that all flight control locks are removed before flight. Failure to do so could make it impossible to initiate rotation or to control the aircraft once in flight. External rudder locks are significantly more dangerous because the chances of "setting and forgetting" are very high. Internal rudder locks are much safer, especially if they obstruct the pilot's ability to sit in the aircraft and place their feet on the controls. The DroMight™ rudder locking system not only protects the rudder on the ground, it also makes it nearly impossible to operate the aircraft without removing the rudder locks.

18. Can I install the rudder locking system prior to exiting the aircraft?

Yes. This is one of the benefits of our rudder locking system. Prior to exiting the aircraft you can easily install the red rudder locking tubes. Believe it or not, your rudder can be damaged in a matter of seconds after you exit the aircraft. Many rudders have been damaged during the time it takes to exit the aircraft and push it into a hangar. The DroMight™ rudder locking system makes it possible to secure your rudder immediately after shutdown.
