

causing the caliper casting to crush. This will result in the brake lining faces not being parallel when brake force is applied. The pads will wear unevenly and will initially have less surface in contact with the disc, thereby reducing brake performance.

Replace That Aeroquip 601 Fuel Hose!

Leo Dringoli (IL) - Attention all you non-believers (like me) who are ignoring the reports that Aeroquip 601 hose is deteriorating from AV-Gas! (see October 93 p. 9)

I thought that a gradually deteriorating hose would begin to slowly drip fuel and give a warning that replacement was necessary. **NOT SO!!** In the time of one flight, on Long-EZ N85LD, the hose went from leak free to a failure that produced a pencil lead size stream of fuel that squirted 9 inches onto a cylinder base.

I became aware of the problem at shutdown when I noticed the fuel pressure near zero at idle. The elec-

tric pump brought the pressure into the green arc. After shut down, I noticed a small fuel spot on the concrete under the cowl. I turned on the electric pump and saw a steady stream of fuel flowing out of the cowl.

After removing the cowl I observed fuel squirting from the 601 flex line between the electric pump and the mechanical pump. With the electric pump off, the mechanical pump sucked air in through the line rupture causing a low gage reading. When the electric pump was turned on the line was pressurized and instantly spouted a stream of gasoline.

Upon removal and inspection of the bad line, the interior rubber lining showed no signs of fatigue, cracking, or brittleness in the area of the leak. The outer braid was not broken so as to puncture the line.

The line had 5 years and 300 hours on it and was received from Aeroquip during the 1987 recall/exchange AD program.

I replaced both flexible lines with Aeroquip Teflon lines having similar stainless steel braid. The new lines are slightly smaller in OD and are slightly less flexible than the 601 hose.