

He further stated that tire inflation should occur in a safety cage in case of tire or wheel explosion.

Many brake pads do not reach the service life they should because they are not conditioned properly. Furthermore, I learned that the conditioning process may have to be redone during normal brake use. Believe it or not, **light braking is not necessarily good for the brake pads.**

The conditioning procedure is spelled out in PRM no. 13A. It states:

1. Taxi aircraft for 1500' with the engine at 1,700 RPM applying brake pedal force as needed to develop a 5-10 mph taxi speed.

2. Allow brakes to cool for 10-15 minutes.

3. Apply brakes and check to see if high throttle static run up may be held with normal pedal force. If so, conditioning is completed.

4. If static run up cannot be held, repeat 1 through 3 as needed to successfully hold.

This conditioning procedure will generate sufficient heat to create a thin layer of glazed material at the lining friction surface. Normal brake usage should generate enough heat to maintain the glaze throughout the life of the lining.

Light brake usage can cause the glaze to wear off, resulting in reduced brake performance. In such cases, the lining may be conditioned again following the instructions set forth in this PRM.

Look at your worn brake linings. They should show even wear. If the lining cross section is wedge shaped, outer edge of the lining is considerably thinner than the inner edge, then you may have a damaged caliper.

It seems the two bolts holding the caliper together can be over torqued

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-

Camping in

John Bennetto (ONT) - While camping The most often asked questions were: does it go? and the new one - **How di**

