

Production News

by Scott Baker



Outlook Promising for MATCO Compound Brakes

Velocity was so "wanting" of a well-designed, heavy-duty brake system for the Velocity XL, that we rushed to market MATCO's prototype version of its "323 Compound" wheel and brake. Problems were encountered on the prototype brakes. We discovered that after 6 months of use and approximately 400 landings that the brakes had a problem in shedding brake dust, which then clogged the moving mechanisms and

approximately caused the brake parts to overheat and warp. George Happ and the MATCO team were quick to examine the problem and arrive at a solution. The "323 Compound" has been redesigned to improve the removal of brake dust from the previously affected areas – and so far, the results have been impressive. A Velocity XL owner in California has been field-testing this new version of the "323 Compound" and reports consistent landing rolls of less than 1,000 feet with the aircraft at near gross. By the way, after months of field-testing both the prototype and improved versions of the Compound brakes with a phenolic pad placed between the axle and the gear leg, there has been virtually no heat transfer from the brakes to the fiberglass main gear legs. Temperature sensitive indicator tape was installed on two XL aircraft running the "Compound" brakes and gear leg temperatures have yet to exceed 120 degrees.