



Short Wing Piper Club “Buckeye Chapter”



October 1, 2010

The next meeting will be on **Sunday October 10th** at Bluffton (5G7) See details this newsletter

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The meeting at Chillicothe was an intimate affair. We thank Bob and Jean Blue for all the preparations and the great burgers and sausages. Although the weather was good in the southern part of the state, Pat Lautzenheiser said it was cloudy and rainy in the northern part. It turned out to be a real clear day albeit somewhat bumpy on the way home. We had three airplanes fly in. It was a good flight with great company, fantastic food and interesting conversations. What more could a person ask for.

We didn't have a formal meeting due to the limited attendance, but everyone got a door prize. Thank you Bob and Jean.



Those attending the Ross Co. fly-in were from the left Carl Paterson, Dick and Nancy Zukowitz, Denise and Tom Anderson, and Jean and Bob Blue.

Our next meeting will be the annual chili fly-in at Bluffton. This is a traditional meeting for the club. And it goes on rain or shine. Please come and enjoy the flying, food, friends and fun.

IT'S CHILI TIME

MAINTENANCE TIPS

I have had a number of inquiries recently about brakes. Servicing the brake systems on Tri-Pacers and Pacers is not complicated and basic maintenance should be performed at each annual and more often if the brakes become ineffective or mushy. The brakes on all short wings should be capable of holding the plane stationary during engine run up to full power. This is true for either tricycle or tail wheel configurations. The basic maintenance that should be performed at each annual is as follows.

1. Jack up the airplane so the wheel is off the ground. (This can be done one wheel at a time.)
2. For aircraft with drum brakes, deflate the tire and remove the axle nut and remove the wheel. For aircraft with disk brakes, deflate the tire and undo the safety wire securing the tie bolts that attach the brake shoes to the caliper. Then remove the axle bolt and the wheel. (The reason for deflating the wheel before removing the axle nut is to take pressure off the wheel bolts in case they are loose or broken. If they are broken, they are a safety hazard)
3. Check the thickness of the brake linings. The minimum thickness is .100". If they are worn close to the top of the rivets, replace the brake pads. New disk brake pads and rivets can be purchased from many of the aircraft supply stores for about \$6.50 to \$7.00 per pad. New brake shoe linings I see are available from Wag Aero and probably Univair. The tool for removing the rivets and installing new rivets are also available from a number of sources for about \$30.
4. Clean the brake and wheel. For drum brakes clean the backing plate, the brake shoes and the drum area on the wheel. Make sure there is no leakage of brake fluid from the wheel cylinder. If there is replace the O-rings on the pistons in the wheel cylinder. For disk brakes, slide the caliper out of the torque plate, remove the caliper side brake pads and clean the caliper. Make sure there is no leakage from the piston in the caliper. If there is, replace the O-ring on the piston. (Note: if the piston is removed in either type of brake system, the system will have to be bled once it is reassembled.)
5. Compress the piston in the wheel cylinder or caliper. This provides space for new linings or pads if new ones were installed. On drum brakes the adjusting cams may have to be loosened and rotated to collapse the piston.
6. Service the wheel by packing the wheel bearings if necessary, checking the torque on the wheel tie bolts and cleaning the wheels. For most short wings the wheel tie bolts are torqued at 90 in.lbs.
7. Reinstall the wheel on the axle. The axle nut should be tightened sufficiently to take all the sideway play out of the wheel bearings, but not so tight that they reduce the rotating freedom of the wheel. Install a new cotter key in the axle nut.
8. For aircraft with disk brakes, lubricate the caliper pins with graphite. Greases and oil will only attract dirt and accelerate the wear on the pins and bushings. Install the brake pad backing plate on the caliper and install the caliper pins into the torque plate bushings. Reinstall the wheel side brake pads and tie bolts. Torque the tie bolts to 65 to 75 in.lbs. and safety wire the tie bolts.
9. Reinflate the tire and test the brakes. For aircraft with a Johnson bar brake handle. It should stop in mid travel. For aircraft with toe brakes, the brake peddle should stop at mid travel or less.

In next month's newsletter, we will address the procedure for bleeding the brakes, topping off the fluid level, as well as adjusting the cams on drum type brakes. I will also address the problems with the heat sink ring on drum brakes.

MEETING SCHEDULE

October 10th
November 7th
December 11th & 12th

Bluffton Chili Fly-in (5G7)- Lautzenheiser's Hosting
Schulze's Chili Fly-in (69OI)
Christmas Party- Lima

NEXT MEETING – October 10th Chili Fly-In Bluffton 5G7

The Lautzenheiser's and the Blanks are hosting the annual chili fly-in which will be held at the Bluffton airport on October 10th. The Bluffton airport is on the Detroit sectional and on the east side of I-75 at the 142 mile marker. Plan to arrive between 12:00 and 12:30 with lunch planned for 1:00. Bring a covered dish to share. The Lautzenheiser's and the Blanks will be providing the chili cooked over an open flame, plates, silverware, and drinks.

FAA Identifier: 5G7
CTAF: 122.80
Lat/Long: 40-53-07.6000N / 083-52-07.1000W
40-53.126667N / 083-52.118333W
40.8854444 / -83.8686389

Elevation: 851 ft.
Variation: 05W
Pattern altitude: 1900 ft. MSL
Runway 5/23 - 4126 x 75 ft
Left hand pattern

