

## Chapter Ten



**Fig. 10-7.** *Standard foot brake.*

If your pride-and-joy flies less than 200 hours per year and especially if it is exposed to unusual amounts of moisture, salt, or industrial chemicals, you may have a cancer slowly eating away at its discs. Such an airplane sits idle for more than 8500 hours per year, which means not enough time is spent rubbing corrosion and rust off those discs. Not to worry—if you’re in that category the answer is chromed discs.

### **Chromed Discs**

When most of us think of chrome we think of the flashy trim on our cars, but chrome discs aren’t flashy. Far from being a show item, chrome discs are rather dull in appearance; however, they are designed to prevent corrosion and rusting. For a number of years there were a few mechanics who would take your old, rusted, pitted brake discs, completely resurface them, and finish the job with a chrome treatment. Pilots who used them began swearing by chromed brakes. However, there were many skeptics. Most of them imagined that the chrome was too slick and wouldn’t produce the same braking