

## CLEANING TIMERS

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We go out and play in the dirt with our airplanes, and sometimes some of that dirt and grease gets in the timer works, and the timer becomes "non operative".

There was a recent thread on SAMTalk on the web discussing various ways to clean timers.

Jean Andrews in Tucson had the following suggestion: Get a can of Engine Starting Fluid from your local friendly auto parts supplier. Take off the back cover, start the timers, spray them liberally while they are running, then turn the can over while still spraying and use the propellant from the can to dry them off while still running. Starting fluid contains a lubricant which will remain on the gears, so all you have to do now is find the screws which were holding the back covers in place and reinstall them. Jean also suggested that if the timer gets sticky later, spraying a bit of engine starting fluid near the escapement pawl will loosen things up.

Other folks recoiled in horror at the idea of getting lubricant, however light, all over the timer works. For them the answer was to start the timer running, drop it in a can of cleaning solvent to get the grease and dirt out, and then blow the timer dry with a squirt of compressed air. After the timer was clean and dry, you apply a tiny drop of Libelle oil (or "Dookies" which you can get from Doug Galbreath) to each bearing point.

You can pick your cleaning method. But whatever the method, you should run your timers at home a few days before any flying session. If they need repairs or cleaning, do it before you go to the field. A stuck timer can ruin your whole day.