

FUNCTION OF THE LUBRICATION SYSTEM

The components that make up a piston engine are subjected to high loads, high temperatures, and high speeds. The component parts are generally made of metals, and as the moving parts of the engine slide against each other, there is a resistance to their movement. This is called **'Friction'**.

The friction will increase as the load, temperature and speed increases, the movement of the components also produces **'Wear'** which is the loss or destruction of the metal components. Both friction and wear can be reduced by preventing the moving surfaces coming into contact by separating them with a material/substance which has lower frictional properties than the component parts. This is referred to as a **'Lubricant'**.

A lubricant can come in many forms. Greases, Powders and some solid materials. However it is in the form of **'Oils'** with which this chapter will concentrate on. The oil can be forced between the moving parts, called **'Pressure Lubrication'** or the components can be **'Splash Lubricated'**.

The **'Primary'** task of the lubrication system of the engine is to **'Reduce Friction'** and component **'Wear'**, it also has a number of secondary functions. Of these perhaps the most important is the task of **'Cooling'**. The flow of oil through the engine helps to dissipate the heat away from the internal components of the engine.

As the oil flows through the engine it also carries away the by-products of the combustion process and **'Cleans'** the engine. The internal metal components are protected against **'Corrosion'** by the oil, which also acts a **'Hydraulic Medium'** reducing the shock loads between crankshaft and bearing and so reducing vibration. The oil can provide the power source for the operation of a hydraulic variable pitch propeller.

The oil system can be used to give an indication of the power being developed by the engine, and its condition. The oil system's use as an **'Indicating Medium'** is of great importance to the pilot as it can give an early warning of mechanical failure or loss of power.

It should be remembered that an increase in friction will cause an increase in Friction Horse Power, and therefore a reduction in the Brake Horse Power developed by the engine.

The **'Reduction in Friction and Wear'** by the lubricant is of prime importance, but the secondary functions of **'Cooling, Cleaning, Protection, Hydraulic and Indicating Mediums'** should not be ignored.

THE WET AND DRY SUMP LUBRICATING SYSTEMS

There are two lubrication systems in common use, these are the **'Wet Sump'** and **'Dry Sump'** systems. The system used is normally dependant on the power output of the engine, and role of the aircraft. The principle of lubrication of the engine is the same whichever system is used, the principle difference between the two systems being the method used to store the supply of oil.

Most light, non-aerobatic aircraft engines use the **'Wet Sump'** system. In this system the oil is stored in the bottom or sump of the engine. This simplifies construction but has number of disadvantages:

- a) Lubrication difficulties arise during manoeuvres. The oil enters the crankcase, is flung around by the revolving shafts with possible over-oiling of the engine, inverted flight being particularly hazardous.

Piston Engines Chapter 3 Lubrication Aircraft Spruce

C.Fayette Taylor



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Sport Aviation ,1960 **Catalogues and Indexes of British** Great Britain. Her Majesty's Stationery Office,1974

The Continuing Study of Newspaper Reading Advertising Research Foundation,1944 Aircraft Engine Lubrication
Sinclair Refining Company. Aviation Sales Department,1944 **Aviation Maintenance Technician Certification Series**
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Lubricants,2005 This SAE Standard establishes the requirements for nondispersant mineral lubricating oils to be used in four
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22 April 2010 SAE E 38 Aviation Piston Engine Fuels and Lubricants Committee meeting The revision is part of the standard
SAE five year review process and it includes both technical and editorial changes The name of the preparing SAE committee
has changed to E 38 and is now under the SAE Aerospace Council Aircraft Piston Engines Herschel H. Smith,1986
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Table of Contents Piston Engines Chapter 3 Lubrication Aircraft Spruce

1. Understanding the eBook Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - The Rise of Digital Reading Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Advantages of eBooks Over Traditional Books
2. Identifying Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - User-Friendly Interface
4. Exploring eBook Recommendations from Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Personalized Recommendations
 - Piston Engines Chapter 3 Lubrication Aircraft Spruce User Reviews and Ratings
 - Piston Engines Chapter 3 Lubrication Aircraft Spruce and Bestseller Lists
5. Accessing Piston Engines Chapter 3 Lubrication Aircraft Spruce Free and Paid eBooks
 - Piston Engines Chapter 3 Lubrication Aircraft Spruce Public Domain eBooks
 - Piston Engines Chapter 3 Lubrication Aircraft Spruce eBook Subscription Services
 - Piston Engines Chapter 3 Lubrication Aircraft Spruce Budget-Friendly Options
6. Navigating Piston Engines Chapter 3 Lubrication Aircraft Spruce eBook Formats

- ePub, PDF, MOBI, and More
- Piston Engines Chapter 3 Lubrication Aircraft Spruce Compatibility with Devices
- Piston Engines Chapter 3 Lubrication Aircraft Spruce Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Highlighting and Note-Taking Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Interactive Elements Piston Engines Chapter 3 Lubrication Aircraft Spruce
- 8. Staying Engaged with Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Piston Engines Chapter 3 Lubrication Aircraft Spruce
- 9. Balancing eBooks and Physical Books Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Piston Engines Chapter 3 Lubrication Aircraft Spruce
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Setting Reading Goals Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Fact-Checking eBook Content of Piston Engines Chapter 3 Lubrication Aircraft Spruce
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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