

STATISTICAL RETURNS - TIRES

(This EO replaces EO 110-5-2B dated 30 Apr 63)

1 Statistical returns are as follows:

(a) All Tires - Any tire failure resulting in D14 action and units make cause assessment as MATERIAL FAILURE or OBSCURE, UCR action is to be taken and tire held pending instructions from AMCHQ prior to processing through Materiel Laboratory.

(1) Both the UCR and D14 are to be cross referred.

(b) Type VII and Type VIII Tires - The attached Appendices A, B and C are introduced in order to compile statistical data on the "Service Life" of new and retreaded Type VII extra high pressure tires and Type VIII extra high pressure low profile tires.

(1) Returns are required on the following aircraft only: CF101B and F, CF104, CF104D, Argus and Yukon. To provide statistical data returns are required on the Tutor Type III nose and Type VII main tires until further notice.

(2) This order does not obviate the necessity for the continued submission of Technical Failure Returns and Unsatisfactory Condition Reports.

(3) Required forms Appendices A, B and C to be made up locally.

ISSUED ON AUTHORITY OF THE CHIEF OF THE DEFENCE STAFF

Prepared by:
AMC/SAMO/PA3

(This Appendix "A" replaces Appendix "A" issued with EO 110-5-2B dated 26 Mar 62)

STATISTICAL RETURNS ON TYPE VII AND TYPE VIII TIRES

1 A return in duplicate is to be raised on the last day of each month giving all the information concerning removal of Type VII and Type VIII tires from aircraft for that month. One copy is to be forwarded to AFHQ Attention DFS and one copy to AMC/SAMO/PA3. A sample form is shown as Appendix "B". To simplify the compiling of statistics a separate sheet is to be used for main and nose wheel tires. The RCAF Stock Number need only be shown against the first entry on each sheet.

2 To ensure that the necessary data is recorded at each unit to facilitate the making up of these returns, the following system shall be implemented at units operating the aircraft types shown in para. 1(b)(1) of EO 110-5-2B:

(a) Inflation pressure shall be checked and signed for on the first BFI of the day as a separate column in the L14-1, Section 4.

(b) Number of landings shall be recorded by the pilot as a separate column in Section 5 of the L14-1 (Pilot's Acceptance and Handover Certificate).

NOTE

The changes to the L14-1 shall be made in ink by the unit concerned.

(c) A card No. _____ shall be assigned to each Type VII and Type VIII tire and be filed in the Tire Servicing Bay. A sample card is shown as Appendix "C" and the following information must be entered and kept up to date using the L14.

- (1) Serial number of the tire.
- (2) RCAF Stock Number.
- (3) Manufacturer
- (4) Number of retreads (also contractor and date).
- (5) Date installed (also aircraft type and number).
- (6) Date of removal.
- (7) Number of landings since last retread or since new.
- (8) Category of tire after removal.
- (9) Inflation history.

MANUFACTURER

TIRE SERIAL NO.

TIRE SEC/REF.NO.

Installed	Removed	No. of land-ings since last retread or since new	Inflation History	Remarks (Reason for Removal)						
				Retreads	1st	2nd	3rd	4th		
				Contractor	Date					
Aircraft Type and No.	Date									

If inflation history has been unsatisfactory, give details:
