

ROYAL CANADIAN AIR FORCE



STORAGE, PRESERVATION,
HANDLING & SHIPPING
INSTRUCTIONS

AIRCRAFT TIRES AND TUBES

"REVISION"
NOTICE

LATEST REVISED PAGES SUPERSEDE
THE SAME PAGES OF PREVIOUS DATE

Insert revised pages into basic
publication. Destroy superseded pages.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

17 MAY 52

Revised 14 Oct 54

LIST OF RCAF REVISIONS

Date

Page No

Date

Page No

AIRCRAFT TIRES & TUBES

1 All tires and tubes are to be stored in a dry room (Temperature range 32° to 80°F.) (Zero to 27° C.) free from strong air currents, dampness and dirt. Windows are to be painted over or covered to exclude sunlight. They are not to be stored in rooms in which electric generators or battery chargers are operated.

NOTE

Tires and tubes manufactured to MIL-C-5041 and MIL-T-5014 respectively, are not to be more than one year old from the date of manufacture to date of delivery.

METHOD OF STORAGE

3 A tire is to be stored in a suitable rack so that the casing is held in a vertical position holding its own weight only. The flat spots on the tread which may develop from storing a casing in this manner are not harmful. Such flat spots will frequently disappear when the tire is mounted and inflated. If the flat spots remain after the tire and wheel assembly has been mounted on the aircraft, the normal tire pressure is to be increased 50 per cent but is not to exceed 200 lbs. and the aircraft taxied until the flat spots disappear. The air pressure is then to be decreased to the pressures specified in EO 110-5-2.

CARE OF TIRES IN STORAGE

3 The following procedure is to be followed when tires are not mounted, and in storage:-

- (a) New tires are to be stored in the original shipping wrappers until required for use.
- (b) Used tires are to be thoroughly cleaned before storage. All traces of grease and oil are to be removed from each tire by washing with mild soap and warm water, followed by a clear water rinse; after drying, it is to be well dusted with an approved tire talc before being placed in storage.

4 The following procedure is to be adhered

to when tires are mounted in storage:-

- (a) The tire is to be thoroughly cleaned, and all traces of oil and grease removed as outlined in paragraph 3(b).
- (b) The tire and tube assembly is to be correctly mounted and inflated until the tire beads are properly seated.
- (c) Reduce the air pressure to not more than 5 pounds per square inch.
- (d) Cover the tire assembly with paper or canvas to prevent the circulation of air and access of light.

CARE OF TIRES ON AIRCRAFT IN STORAGE

5 The following procedure is to be followed when tires are installed on aircraft which are in storage or in the process of overhaul or modification:-

- (a) Aircraft placed in storage should be fitted with over-age but otherwise serviceable tires. A wooden board or other firm base should be placed under each wheel, and the tires inflated to the correct pressure for the imposed load.
- (b) When over-age tires are not available, the aircraft is to be blocked off the ground, and the pressure of the tires reduced to 50% of normal.
- (c) The tires are to be covered with canvas or other suitable covers to prevent the circulation of air access of light and damage by oil or gasoline.

STORAGE OF INNER TUBES

6 Inner tubes are to be stored in the following manner:-

- (a) Dual seal tubes are not to be folded. They are to be inflated sufficiently to remove

all creases and are to be suitably wrapped or packed in specifically designed individual cardboard boxes. When suitable cardboard boxes are not available, tubes are to be wrapped with two-ply paper such as used for wrapping casings. Each package is to be plainly marked to indicate the contents, size, type and reference number of the tube.

(b) Inner tubes other than dual seal tubes may be folded while in storage. Packages are to be plainly marked to indicate the contents, size, type and reference number of the tube.

AGE IDENTIFICATION

7 All aircraft tires manufactured for the RCAF since 1 April 1947, conform to MIL-C-5041 or to an ARB (British) approval number.

8 Tires manufactured to MIL-C-5041 have

the date of manufacture (month and year by figures) engraved or embossed on the sidewall of the tire adjacent to the serial number. This is expressed as 4-51 indicating that the tire was made in the 4th month of the year 1951.

9 Tires manufactured in the UK prior to 1950 do not have the dates of manufacture on the sidewall. Subsequent to 1950 British tires have the date of manufacture branded on the sidewall. This is expressed as Nov/51, indicating the tire was manufactured in November of the year 1951.

10 The age of any aircraft tire can be determined by the serial number. When the age of a tire is in question, the serial number and manufacturer's name is to be forwarded to AMCHQ for positive age identification.

11 Restrictions on the shelf life of tires and tubes have been rescinded.