

## Flat Tire Problems?

*Carl Denk (OH)* - Check the inner tube for failure, There is a butt joint, where a tubular (round hollow) piece is glued together. The joint should be slightly heavier in wall thickness. The joint is in a plane through the center of the axle. If that joint fails, you would wrongly assume it is a blowout, since the failure will be sudden without warning, and resulting in total deflation instantly.

The other common types of tube failures are:

1: Fold, chaffing failure. Since tubes stretch when inflated and in service, they should not be reused. When installing both the tube and inside of the tire must be coated with talc to promote sliding. The tire should be inflated to say at least 20 psi., totally deflated to allow the tube to normalize its shape/position, and then inflated to the recommended pressure. This procedure applies to all tube type tires including 1.25x27 bicycle tires. This could be slow, gradually increasing loss of air, or fairly rapid. Anytime one tire on a vehicle loses more air than the others, it is suspect, and must be corrected by repair, not just filling.

2: Rim cut, resulting from low air pressure and hitting a bump, collapsing the tire. The tube gets pinched between the folded tire side wall and the wheel rim. This cut is parallel to the circumference of the wheel. Usually

fast loss of air, but could be slow if the cut was slight or a bruise.

3: Valve stem area - Usually when the stem is not centered in the wheel hole. Can also be where stem is not located properly relative to the wheel hole (some are on the centerline of the wheel, and others to one side). Garden tractor and wheelbarrow applications are good for this. It usually is a slow leak, but can be rapid.

A tire failure would be a blow out, with torn, not worn rubber and fabric; not common unless worn to the point of reduction of the fabric (textile or fiberglass or steel), and tensile strength is exceeded. More common reasons to replace a tire are balance, uneven wear, and just worn beyond life.

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## EZ Project for Sale

Standard Long-EZ on gear, Cleveland W & B, GU canard and elevators, wings, winglets & ailerons ready for fill. I have foam and glass enough to finish. Tinted canopy but not installed - strakes not done, engine mount (O-235), some instruments, Lycoming O-360-A3A also available or will sell separately. Asking \$5,000 plus \$4,000/engine.

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## April Issue Comments

*Jesse Huerta (FL)* - As always, I thoroughly enjoyed the April newsletter and all the great, useful information you manage to pack into it. It's always helpful.

I was somewhat distressed however, with the incongruity of the two main stories in the issue. On one hand, we all mourn the tragic loss of Gus Sabo in a weather related accident. On the other, we seem to glorify the seemingly senseless risks taken by H G Schmidt in his "great adventure". I'm disappointed that we seem to be talking out of both sides of our mouth. To detail a story of someone who flew "as low as 50 feet in heavy rain with visibility often a mile or less" can only encourage some other adventure seeker to try the same thing, possibly with the same tragic results Gus endured.

At best, running the two articles in the same newsletter was a case of poor judgment. Let's stop encouraging reckless behavior. Thanks