David,

I don't mind at all. Go ahead and send my comments to Bob. I have not seen his 500 X 5 retreads yet; the big problem is the drag, and the drag of having to make new wheel pants! I am absolutely convinced it is a manufacturing problem with the Aero Classics. I wonder what it would take to get Goodyear or Firestone to manufacture a quality 11.400 X 5 tubeless tire with an appropriate maximum weight limit? Jim at Aircraft Spruce might be willing to give this a try. We once had a customer at Scaled who was able to get Goodyear to manufacture a short run of special small tires, I forget the size but I believe they had to buy 50 or so to close the deal. Seems like a no brainer to me! The Aero Classic tires do not appear to have any problem with the 700 lb per wheel thing. The rubber compound is excellent for wear, I am sure mine would have gone 250 landings easy if the air hadn't leaked thru the inner lining into the sidewalls.

As a point of reference, I have 480 landings on a set of McCreary 500 X 5 tubed tires on my Pitts S-2A. They are about done now, but that is about twice what the Aero Classics can do, and 5 times what the Cheng Shins do.

Mike

-----Original Message-----

From: David Orr [mailto:canardfinder@att.net]

Sent: Saturday, July 31, 2010 1:59 PM

To: Mike Melvill

Subject: Re: As a long term RACE event attendee - I wanted to share your e-mail address with Char and pass along a special invitation to attend Kanab'10

 Dr. Bob isn't always coherent in his advocacy but would you mind if I

hit him up with this comment? He told me about your tire problem too.

I think it's tire mfg that is at issue here, not the wheels.

Beagle

On 7/31/2010 9:13 AM, Mike Melvill wrote:

Hi David,

 Good to hear from you. We might be able to make this fly-in; it will

Depend on the Proteus flight schedule. I am still running the Aero Classic "tubeless" tires and managed to make 154 landings on the last set before I had a second sidewall blister. I am so disappointed; I really wanted these to work. I love having better braking efficiency, and I love how easy it is to change a tire. Even with 154 landings on them, I estimated that there was at least 100 more landings remaining on the treads!

 I am starting to conclude that the word "tubeless" on the side of these tires is probably not true. Dr. Bob is adamant that they are tubeless, but an IA who helped me change the blistered tire at Flagstaff the other day, said he did not think that they were tubeless due to all of the molding flash on the beads. I have since inspected a "real" tubeless tire for the Proteus, and he may be correct, there is absolutely no evidence of molding flash anywhere on the beads or inside the tire at all.

 I am still flying with them, but carry a spare tire mounted on a wheel at all times. I am also not flying with wheel pants so I can inspect the tires easily during my preflight. I am even considering going to 500 X5 tubeless tires!

 Take care,

 Mike