

Flat Noses.

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Seems like every weekend you see an EZ driver looking for a nose tire. Flats are more likely in the nose tire than the other two. I have some experience with this and will share some to those willing to listen.

I used to have a McCreary 2.80x250x 4 tire/tube with a Brock nose wheel as the original equipment when I hatched N79995. I since have abandon that set-up, which I use as an on board spare set-up, for a Nanco tire of the same size coupled with a Gerdes 4 inch nose wheel available from Aircraft Spruce. I have had much better luck with this combination. The McCreary tire fits the Gerdes Wheel accurately. The McCreary / Brock would chafe the tube because of a loose bead fit. This condition facilitated the remedy of filling the tube to a higher pressure, which caused the tire to crown and wear the center tread prematurely not to mention blow-out possibilities. The tire wore itself into a flat tread arc. The castoring nose casting would not pivot as readily due to the flatness of the tread. The tube would seep pressure over time and then the chafing problem set in.

The Nanco tire and Gerdes wheel combination has a tighter bead fit. I run 45 lb/si and have no problems. The crown stays and the castor castors. Life is good.

I have presently ordered new nose tires/tubes and bought a few extra sets for that weekend emergency repair. If you run into this problem call me or come by Ed Berlin Avionics.