

The Tire Shall Be In Accordance With The Applicable Requirements Of Specification MIL-T-5041 And Shall Comply With The Requirements Listed Below:

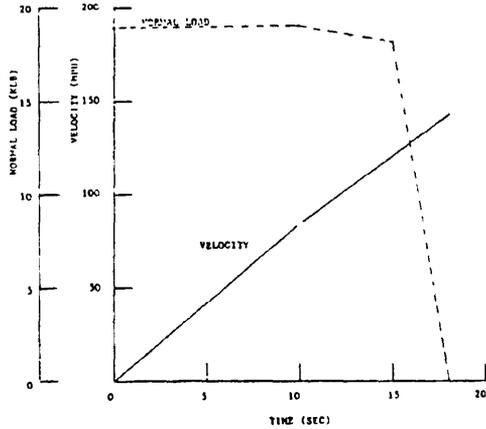
FED SUP CLASS
2620

| Size | Plv Rating | Static Load Rating Lbs. | Inflation Pressure (PSI) | Burst Pressure (PSI) | Sead Width Max (LB) | Weight Max (LB) | Static Unbalance Max (IN-OZ) | Mold Skin Depth Min (IN) | Speed Rating (Knots) |
|-------|------------|-------------------------|--------------------------|----------------------|---------------------|-----------------|------------------------------|--------------------------|----------------------|
| 36X11 | 22 | 23,300 | 200 | 700 | 2.90 | 90 | 16 | .28 | 174 |

The qualification test inflation pressure is 150 psi for test conditions A and B and 180 psi for test conditions C and D. Flywheel correction for conditions A and B shall be performed by reducing the load. Flywheel correction for conditions C and D shall be performed by increasing the inflation pressure.

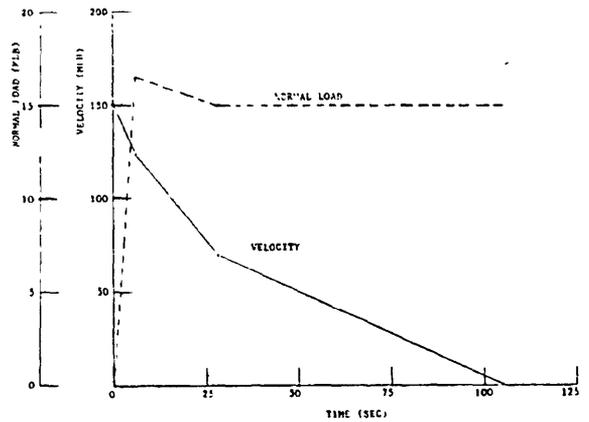
Preview activities:
AF - 03

CONDITION A. YAWED TAKE-OFF CURVE.



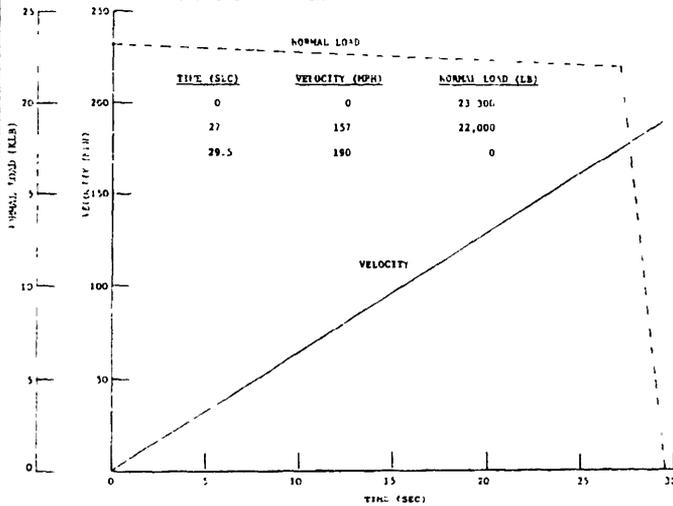
*ADJUSTED FOR FLAT PLATE DEFLECTION

CONDITION B. YAWED LANDING CURVE.

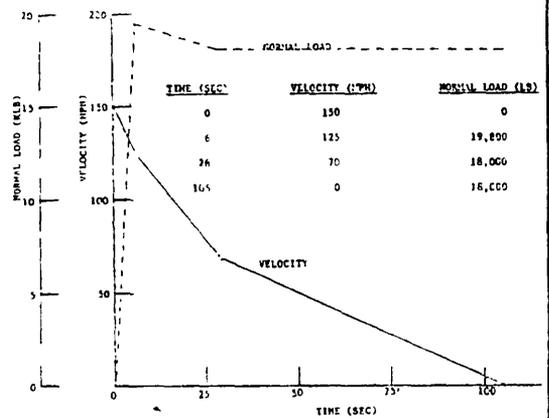


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CONDITION C. TAKE-OFF CURVE.



CONDITION D. LANDING CURVE.



This military standard is approved for use by the Department of the Air Force, and is available for use by all Departments and Agencies of the Department of Defense.

APPROVED 23 Dec 81
REVISED

| | | | |
|---|------------------------|---|--|
| P. A. 21 Other Cust 99 | INTERNATIONAL INTEREST | TITLE Tire, Pneumatic, Aircraft, 36X11 | MILITARY STANDARD MS 21444 (USAF) |
| PROCUREMENT SPECIFICATION MIL-T-5041 | SUPERSEDES: | | SHEET 1 OF 2 |

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The tire shall satisfactorily withstand the following dynamic fatigue test.

- Test A Yawed taxi take-off - The tire shall have a fixed positive yaw angle of one degree during this test. Taxi 10,500 feet at 30 mph with a load of 19,000 pounds. Take-off according to the load-speed-time curve of condition A. Repeat this cycle 25 times.
- Test B Yawed landing taxi - The tire shall have a fixed positive yaw angle of one degree during this test. Land according to the load-speed-time curve of condition B. Immediately after completion of the landing roll, taxi 10,500 feet at 30 mph with a load of 15,000 pounds. Repeat this cycle 25 times.
- Test C Taxi take-off - Taxi 10,500 feet at 30 MPH with a load of 23,300 pounds. Take off in accordance with the load-speed-time curve of condition C. Repeat this cycle 50 times.
- Test D Landing taxi - Land in accordance with the load-speed-time curve of condition D. Immediately after completion of landing, taxi 10,500 feet at 30 MPH with a load of 18,000 pounds. Repeat this cycle 50 times.

Wheel stress - The tubeless tire shall not impose significantly higher stresses on the wheel than the currently manufactured 36x11/22 PR tires, FSN 2620008091344. Each manufacturer shall submit a first article tire for wheel stress measurement and verification to AFFDL/PIEM, Wright-Patterson AFB, OH 45433.

Service life - The tubeless tire shall have a minimum average service life of one hundred landings per tire change with no failures.

Tread reinforcing ply - The tubeless tire shall have a minimum of one tread reinforcing ply to minimize tread scrubbing and maximize retention of the tread to the carcass.

Circumferential grooves and mold skid depth - The tubeless tire shall have a maximum of four circumferential grooves and have uninterrupted mold skin depth as specified above.

Dimensions - The tubeless tire shall conform to the dimensions of a 36X11 tire as specified in MIL-T-5041

Retreadability - The tubeless tire shall be retreadable.

APPROVED 23 Dec 81 REVISED

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|---|------------------------|---|---|
| P. A 11 Other Cust 99 | INTERNATIONAL INTEREST | TITLE Tire, Pneumatic, Aircraft, 36X11 | MILITARY STANDARD MS21444 (USAF) |
| PROCUREMENT SPECIFICATION MIL-T-5041 | SUPERSEDES: | SHEET 2 | OF 2 |

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