

## Tire and Wheel Data for Vintage Aircraft as Found in Aviation Museums and Tire Data Books

Airplane	MAIN TIRE	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. Psi.	Rim Dia/Wd	AUXILIARY Tire	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. P.S.I.	Rim Dia/Wd
Note: Quotation marks around the name of the aircraft manufacturer's name indicate a corporate name change has occurred.												
<b>Avro Anson</b>	9.50-12	31.25"	9.75"	4800	45	12 / 6.5	4.95X3½	12.15"	4.8"	860	35	3.5 / 3.25
<b>Avro Lancaster</b>	64X22.50-26	63.75"	22.4"	38500	70	26 / 16.25	12.50-10	29.9"	12.05"	6100	50	10/10
<b>Beech UC43/ GB2-</b>	6.00-6	17.15"	6.10"	1750	42	6/5	5.00-5	13.93'	4.80"	800	31	5/3.5
<b>Beech AT-10</b>	27" SC	27.5"	9.75"	3500	42	14/9.75	10.00SC	9.91"	4.3"	650	45	3.2/4.3
<b>Beech AT-11</b>	33"SC	32.74"	11.75"	5900	48	16.5/11.8	12X5-3	11.9"	4.85'	1200	60	3/3.5
<b>Beech C-45/ JRB</b>	11.00-12	32.00"	11.08	6300	45	12/8.25	14.50SC	14.48"	5.63"	2000	80	4.68/5.62
<b>Bell P-39</b>	26X6	25.59"	6.59"	3750	90	14/5	22X7.25-11.50	21.5"	7.25"	2000	55	11.5/4.63
<b>Bell X1-B</b>	24X7.7	23.38"	7.43"	8070	250	14/4.25	16X5.80-8.5	16"?	5.8"?	?	?	8.5/4?
<b>BF-109</b>	660X160	25.98"?	6.3"?	?	?	?	?	?	?	?	?	?
<b>Boeing F4B4/P-12</b>	30X5	29.66"	5.05"	1600	50	20/5	6" Solid					
<b>Boeing B-17G</b>	56" SC	56.56"	20.44"	17500	53	27/20.44	26" SC	25.61"	11.2"	6300	70	11.2/8.25
<b>Boeing PT-17/N2S-3</b>	8.90X12.50	27.5"	8.85"	1600	18	12.5/6.9	10.00 SC	9.91"	4.3"	650	45	3.2/4.3
<b>Boeing B47</b>	56X16	57.18"	15.8"	76000	315	28/12.75	56X16	57.18"	15.8"	76000	315	12/12.75
<b>Boeing B52-H</b>	56X16	57.18"	15.8"	60000	240	28/12.75	56X16	57.18"	15.8"	60000	240	28/12.75
<b>Bristol Beaufighter</b>	14.00-14	41.8"	14.05"	9500	45	14 / 9.5	9.00X5¼	18.25"	8.0"	2550	50	5.25 / 6.0
<b>Caproni CA-36</b>	30X3	30"	3.0"	500	50	24/2.15	30X3	30"	3.0"	500	50	24/2.15
<b>Cessna YA37A</b>	7.00-8	20.48"	7.08"	1600	30	8/5.5	6.00-6	17.38"	6.23"	3920	83	6/5
<b>Convair PBY 5A</b>	47" SC	47.50"	17.50"	16300	62	23.5/17.5	30" SC	30.00"	10.62"	4400	43	15.3/10.6
<b>Convair B-24- / PB4Y (1-2)</b>	56"SC	56.56"	20.44"	17500	53	27/20.44	36" SC	36.15"	12.47"	10500	70	17.75/12.47
<b>Convair B-36</b>	56X16	57.18"	15.8"	60000	240	28/12.75	17.00-20	48.23"	16.83"	25500	95	20/13.25
<b>Convair F102/106</b>	30X8.8	29.95"	8.63"	21000	295	15/7	18X4.4	17.65"	4.3"	4350	225	10/3.5
<b>"Convair" B58</b>	22X7.7-12	22.05"	7.48"	10500	260	12/6	22X7.7-12	22.05"	7.48"	10500	260	12/6
<b>"Convair"-F111</b>	47X18-18	46.45"	17.58"	43700	175	18/14.75	21X7.25-10	20.93"	7.00"	12000	325	10/5.5
<b>"Convair"-F-16</b>	25.5X8.0-14	25.3"	7.78"	15300	275	14/5.75	18X5.7-8.0	17.52"	5.43"	6200	215	8/4.25
<b>CurtisA-1</b>	20X4	19.98"	4.0"	1200	80	12/2.125	N/A					
<b>Curtiss JN-4</b>	26X4	27.98"	4.9"	1000	50	20/2.5	skid					
<b>CurtissBFC</b>	30X5	29.66"	5.05"	1600	50	20/3	3.00/2.50	?	?	?	?	?
<b>Curtiss F6C-1</b>	30X7	29.20"	7.77"	3100	60	16/6	Skid					
<b>Curtiss F9C-2</b>	8.50X10	25.18"	8.45"	3250	41	10/6.25	10.00SC	9.91"	4.3"	650	45	3.3/4.3
<b>Curtiss P-36</b>	27" SC	27.5"	9.75"	3500	42	14/9.75	10.00SC	9.91"	4.3"	650	45	3.2/4.3
<b>Curtiss P-40</b>	33"SC	27.5"	9.75"	4400	45	14/9.75	12.50SC	12.29"	5.4"	1100	50	3.94/5.4
<b>Curtiss SB2C-5/ A-25</b>	32X8.8	30.69"	8.88"	7500	80	16/7	12-1/2X 4-1/2	12.35"	4.60"	2400	75	4.5/3.88
<b>Curtiss C-46/ R5C</b>	19.00-23	54.13"	18.87"	29000	85	33/14.75	10.00-7	24.88"	9.95"	7100	80	7/8

Note: SC tires have no average width. They are widest within the rim and taper to the tread. The widest dimension is shown.

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Airplane	MAIN TIRE	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. Psi.	Rim Dia/Wd	AUXILIARY Tire	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. P.S.I.	Rim Dia/Wd
Note: Quotation marks around the name of the aircraft manufacturer's name indicate a corporate name change has occurred.												
<b>Curtiss AT-9</b>	30" SC	30.0"	10.62"	4400	45	15.3/10.6	10" SC	9.91"	4.3"	650	45	3.2/4.3
<b>DeHavilland DH-4</b>	750X125	29.52"	5.00"	2000	55	19/3	Skid	N/A	N/A	N/A	N/A	N/A
<b>DeHavilland Mosquito</b>	15.00-16	43.00"	15.15"	10500	43	16/11.25	8.00-5	18.85"	7.61"	2700	50	5/5.25
<b>Douglas O-38</b>	11.00-12	32.0"	11.1"	6950	45	12/8.25	12X5-3?	11.9"	4.85"	1200	60	3/3.5
<b>Douglass C47/ R4D</b>	17.00-16	44.71"	17.17"	13500	48	16/13.25	9.00-6	21.86"	8.90"	4000	50	6/6.75
<b>Douglas B-18</b>	17.00-16	44.71"	17.17"	13500	48	16/13.25	9.00-6	21.86"	8.90"	4000	50	6/6.75
<b>Douglas A-20</b>	44" SC	44.5"	16.19"	13000	59	22/16.2"	26" SC	25.61"	11.2"	6300	70	11.2/8.25
<b>Douglas SBD-4A/ A-24</b>	30X7	29.2"	7.77"	4700	90	16/6	12-1/2 X4-1/2	12.35"	4.60"	2400	75	4.5/3.88
<b>Douglas A-26</b>	17.00-20	48.60"	17.17"	17500	53	20/13.25	36" SC	36.5"	20.44"	8200	51	17.8/13.5
<b>Douglas C-54/ R5D</b>	15.50-20	44.78"	15.53"	20800	90	20/13.25	44" SC	44.94"	16.19"	10500	48	22/16.19
<b>Douglas AD/ A-1</b>	32X8.8	30.52"	8.63"	15800	200	16/7	9-1/2X4-3/4	9.5"	4.75"	?	solid	?
<b>Douglas C118</b>	15.50-20	44.78"	15.53"	29900	135	20/13.25	44"	44.94"	16.19"	10500	48	22/16.19
<b>Douglas C-124</b>	25.00-28	70.23"	25.2"	55000	85	28/19.5	15.50-20	44.78"	15.53"	20800	90	20/13.25
<b>Douglas X-3</b>	32X8.8	30.52"	8.63"	15800	200	16/7	20X4.4	19.75"	4.3"	4250	190	12/3.5
<b>Douglas A3D</b>	44X13	42.93"	13.15"	35000	200	20/11	32X8.8	30.52"	8.63"	15800	200	16/7
<b>Douglas A4D</b>	24X5.5	23.85"	5.53"	11500	355	14/4.25	18X5.5	17.6"	5.53"	5050	170	8/4.25
<b>Douglas F4D</b>	26X6.6	25.4"	6.45"	10000	225	14/5	18X5.5	17.60"	5.53"	5050	170	8/4.25
<b>Fairchild UC-61</b>	7.50-10	23.64"	7.58"	2400	37	10/5.5	10.00SC	9.91"	4.3"	650	3.2/4.3	3.2/4.3
<b>Fairchild PT-19</b>	8.50-10	25.46"	8.59"	2800	35	10/6.25	10.00SC	9.91"	4.3"	650	3.2/4.3	3.2/4.3
<b>Fairchild C-119</b>	15.50-20	44.78"	15.53"	20800	90	20/13.25	9.50-16	32.88"	9.4"	11200	110	16/7
<b>Fairchild A10</b>	36X11	34.55"	11.15"	26500	235	16/9	24X7.7	23.38"	7.43"	8200	135	10/5.5
<b>Fairy Swordfish</b>	9.50-12	31.25"	9.75"	4800	45	12 / 6.5	4.95-3½	12.15"	4.8"	860	35	3.5 / 3.25
<b>Fieschler Storch</b>	600X18						260X85					
<b>Fokker DR-1</b>	760X100	30.0"	3.9"	1000	50	21/2.15	Skid	N/A	N/A	N/A	N/A	N/A
<b>Fokker D-VII</b>	760X100	30.0"	3.9"	1000	50	21/2.15	Skid	N/A	N/A	N/A	N/A	N/A
<b>Ford TriMotor</b>	15.00-16	41.9"	14.85"	12200	53	16/11.25	6.00X6	17.38"	6.73"	2920	63	6/5
<b>Grumman FF1</b>	30X5	29.66	5.05"	1600	50	20/3	6" Solid					
<b>Grumman JRF-4</b>	7.50-10	23.64"	7.58"	1100	20	10/6.25	10.00SC	9.9"	4.3"	650	45	3.2/4.3
<b>Grumman J2F /OA-12</b>	30X7.7	29.20"	7.77"	4700	90	16/6	12.50 SC	12.29"	5.4"	1100	50	3.94/5.4
<b>Grumman F3F</b>	26X6	25.59"	6.59"	3125	75	14/5	6" Solid					
<b>Grumman F4F-3</b>	26X6	29.66"	5.05"	3125	75	14/5	6" Solid					
<b>Grumman F6F-3</b>	32X8	30.69"	8.88	6000	90	16/7	12-1/2 X4-1/2	12.35"	4.60"	2400	75	4.5/3.88
<b>Grumman F7F-3</b>	36X11	34.55"	11.15"	15400	130	16/9	26X6.6	25.4"	6.45"	8000	165	14/5

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<b>Grumman F8F</b>	26X6.6	25.4"	6.45"	10000	225	14/5	6" Solid					
<b>Grumman F9F-6</b>	24X5.5	23.83"	5.53"	11500	355	14/4.25	18X5.5	17.60"	5.53"	6200	2.15	8/4.25
<b>Grumman F11F</b>	26X6.6	25.4"	6.45	8000	165	14/5	18X5.5	17.85"	5.53"	5050	170	8/4.25
<b>Grumman SA-16</b>	40X12	38.90"	12.02"	18500	130	18/10	26X6	25.6"	6.59"	3750	90	14/5
<b>Grumman A-6</b>	36X11	34.55"	11.15"	2600	235	16/9	20X5.5	18.85"	5.53"	5750	270	10/4.25
<b>Grumman S2E</b>	34X9.9	32.93"	9.88"	14000	140	16/8	18X5.5	17.85"	5.53"	5050	170	8/4.25
<b>Grumman F-14</b>	37X11.6-16	36.55"	11.2"	31200	245	16X9	22X6.6-10	21.9"	6.6"	12000	270	10/5.5
<b>Handley-Page Halifax</b>	64X22.5-26	63.75"	22.4"	38500	70	26 / 16.25	12.50-10	29.9"	12.05"	6100	50	10/10
<b>Halberstadt C-IV</b>	29X5	29.00"	5.0"	1500	50	29/2.75	Skid	N/A	N/A	N/A	N/A	N/A
<b>Hawker Hurricane</b>	8.00X10¼	25.40"	7.80"	3300	45	10.25 / 5.0	4.00-3½	10.75"	3.70"	650	35	3.5 / 2.125
<b>Hawker Typhoon</b>	11.25X12	33.8"	10.5"	5500	45	12.0 / 6.5	5.50-4	13.2"	5.35"	1000	35	4/4
<b>Hawker Tempest</b>	30X9.00-15	30.0"	8.9"	6900	70	15 / 7.75	6.00-4	15.0"	6.0"	1150	30	4/4
<b>Hawker Fury</b>	30X9.00-15	30.0"	8.9"	6900	70	15 / 7.75	13½X4.25-6	13.75"	4.3"	1580	80	6 / 3.625
<b>Junkers-88</b>	44" SC?	44.94"	16.19"	10500	48	22/16.15	7.00-8	20.48"	7.08"	2400	46	8/5.5
<b>Lockheed P-38</b>	36" S.C.	36.15"	12.47"	10500	70	17.8/12.5	27" SC	27.5"	.8.94"	3500	42	14/9.75
<b>Lockheed PV</b>	15.00X16	41.9"	14.85"	12200	53	16/11.25	23.00SC	22.65"	8.82"	4700	70	7.38/8.82
<b>Lockheed C-69</b>	17.00-20	48.23"	16.83"	34500	130	20/13.25	33" SC	32.6"	10.71"	8000	70	16.5/10.7
<b>Lockheed P2V</b>	47"SC	47.5"	16.26"	17500	70	23.5/16.26	34X9.9	32.93"	9.88"	9200	95	16/8
<b>Lockheed P-80</b>	26X6.6	25.4"	6.45"	10000	225	14/5	22X7.25-11.50	22.0"	11.5"	2000	55	11.5/4.63
<b>Lockheed F-94</b>	26X6.6	25.4"	6.45"	8000	165	14/5	20X4.4	19.75"	4.3"	4259	190	12/3.5
<b>Lockheed VC 1405</b>	26X6.6	25.4"	6.45"	8000	165	14/5	18X4.4	17.65"	4.3"	4350	225	10/3.5
<b>Lockheed C-130</b>	56X20.00-20	55.4"	19.55"	38500	110	20X15.5	12.50X16	37.98"	12.38"	12800	75	16/10
<b>Lockheed T2V</b>	26X6.6	25.4"	6.45"	10000	225	14/5	18X5.5	17.6"	5.53"	6200	215	8/4.25
<b>Lockheed T-33</b>	26X6.6	25.4"	6.45"	10000	225	14/5	22X7.25-11.50	22.0"	11.5"	2000	55	11.5/4.63
<b>Lockheed F104</b>	25X6.75	25.15"	6.65"	13000	300	14/5	18X5.5	17.6"	5.53"	6200	215	8/4.25
<b>Lockheed SR-71</b>	27.5X7.5-16	27.15"	7.25"	20500	400	16/6	25X6.75	25.15"	6.65"	13000	300	14/5
<b>Lockheed Tacit Blue</b>	24X8.0-13	23.90"	7.78"	12500	285	13/5.75	18X6.25-8	23.9"	7.78"	12500	285	14/5.75
<b>Loening OA1-A</b>	32X6	31.44"	6.23"	2200	55	20/4	Skid	N/A	N/A	N/A	N/A	N/A
<b>Macchi-MC200</b>	200X216X600	23.62"?	7.87"?	?	?	8.5"/6?	100X100X300	11.8"?	3.94?	?	?	4/2.8?
<b>Martin B-10</b>	45"S.C.	45.5"	16.5"	12150	52	22.8/16.5	410X3.50	10.56"	4.44"	540	45	4/3.25
<b>Martin B-26</b>	17.00-20	48.60"	17.17"	17500	53	20/13.25	33" SC	32.74"	11.75"	5900	48	16.5/11.8
<b>Martin AM-1</b>	12.50-16	37.98"	12.38"	12800	75	16/10	9-1/2X4-3/4	9"	4.75"	solid	N/A	N/A
<b>Martin X24 B</b>	20X4.4	19.75"	4.3"	4250	190	12/3.5	18X5.5	17.60"	5.55"	5050	177	8/4.25

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<b>Martin EB-57 B</b>	44X13	42.93"	13.15	35000	200	20/11	44X13	42.93"	13.15"	35000	200	20/11
<b>Martin P5M—</b>	i7.00-20BG	48.23"	16.83"	34500	130	20/13.25	10.00-7 BG	24.88"	9.95"	7100	80	7/8
<b>McDonnell FH1—</b>	26X6.6	25.4	6.45"	6900	155	14/5	19X6.80-10	19.35"	6.80"	1600	55	10/4.34
<b>McDonnell F2H</b>	26X6.6	25.4"	6.45"	8000	165	14/5	22X5.5	17.85"	5.53"	5050	170	8/4.25
<b>McDonnell F-101</b>	32X8.8	30.53"	8.63"	15100	200	16/7	18X5.5	17.60"	5.55"	5050	177	8/4.25
<b>McDonnell F4C</b>	30X11.50-14.50	31.00"	11.85"	25000	245	14.5/9.75	18X5.5	17.6"	5.53"	6200	215	8/4.25
<b>McDonnell F-15</b>	34X9.75-18	34.1"	9.08"	30100	340	18/7.5	22X6.6-10	21.9"	6.6"	9200	260	10/5.5
<b>McDonnell AV-8B</b>	26X7.75-13	25.9"	7.68"	12050	125	13/6.63	26X8.75-11	26.15"	8.7"	11070	125	11/7.25
<b>McDonnell F-18*</b>	30X11.50-14.50	31.00"	11.85"	25000	245	14.5/9.75	22X6.6-10	21.9"	6.6"	9200	260	10/5.5
<b>Messerschmidt Me163</b>	700X175	27.56"?	6.89"?	?	?	?	?	?	?	?	?	?
<b>Messerschmidt Me262</b>	840X300	33"?	11.8"?	?	?	?	?	?	?	?	?	?
<b>Migoyan MIG-15</b>	660X160	25.59"?	6.3"?	?	?	?	480X200	18.9"?	7.88"?	?	?	?
<b>Migoyan Mig-17</b>	660X160	26"	5.9"	?	?	?	480X200	18.5"	7.88"	?	?	?
<b>Nieuport- 28</b>	700X75	27.5"	3.0"	500	50	21/2.25	Skid	N/A	N/A	N/A	N/A	N/A
<b>Noorduyn UC-64-A</b>	30" SC	30.0"	10.62"	4400	45	15.3/10.6	12.50SC	12.29"	5.4"	1100	50	3.94/5.4
<b>North American BT-9</b>	27" SC	27.5"	9.75"	3500	42	14/9.75	10.00SC	9.41"	4.3"	650	45	3.2/4.3
<b>North American AT-6/SNJ</b>	27" SC	27.5"	9.75"	3500	42	14/9.75	10.00SC	9.41"	4.3"	650	45	3.2/4.3
<b>North American A-36</b>	27" SC	27.5"	9.75"	3500	42	14/9.75	12.5X4.5	12.35"	4.6"	1800	75	4.5/3.63
<b>North American-P51-D</b>	27" SC	27.5"	9.75"	3300	39	14/9.75	12.5X4.5	12.35"	4.6"	1800	75	4.5/3.63
<b>North American B-25/PBJ</b>	36"S.C.	36.86"	17.75	6000	38	17.75/13.5	30"SC	36.86"	13.00"	4400	45	15.25/10.6
<b>North American P-82</b>	32x8.8	30.53"	8.63"	5400	58	16/7	12-1/2x4-1/2	12.35"	4.60"	2400	75	4.5/3.88
<b>North American T-28</b>	24X7.7	23.38"	7.43"	8200	135	10/5.5	20X4.4	19.75"	4.3"	4259	190	12/3.5
<b>North American FJ1</b>	26X6.6	25.4"	6.45"	10,000	225	14/5	22X11.50-15	22.0"	7.25"	2000	44	11.5/4.25
<b>North American F-86/FJ-4</b>	26X6.6	25.4"	6.45"	8000	165	14/5	22X7.25-11.50	22"	7.25"	2000	55	11.5/4.63
<b>North American T-39A</b>	26X6.6	25.4"	6.45"	8000	165	14/5	16X4.4	15.75	4.3"	1700	90	8/3.5
<b>North American F-100</b>	30X8.8	29.95"	8.63"	18700	225	15/7	18X4.4	17.65"	4.3"	4350	225	10/3.5
<b>North American RA5C</b>	36 x11	34.55"	11.15"	31500	290	16/9	26X6.6	25.59"	6/59"	12000	270	14/5
<b>"North American" B-70</b>	40X17-15	39.5"	17.05"	58750	280	18/14.5	40X17-15	39.5"	7.48"	10500	280	18/14.5
<b>North American X-15</b>	skid	N/A	N/A	N/A	N/A	6/5	18X4.4	17.65"	.43"	4350	225	10/3.5
<b>North American OV-10</b>	29X11.0-10	28.5"?	10.5"?	?	?	10/7.5/	7.50-10	24	7.58	3000	46	10/5.5
<b>Northrop A-17A</b>	36" SC	36.64"	13.5"	8200	51	17.8/13.5	12.50 SC	12.29"	5.4"	1100	50	4.5/3.88
<b>Northrop P-61B</b>	15.50X20	44.95"?	15.75"	1800	75	20/13.25	36" SC	36.5"	20.44	8200	51	17.8/13.5
<b>Northrop F-89</b>	46X9	45.0"	8.45"	22000	240	30/7	25X5.5	23.85"	5.5"	9700	300	14/4.25

Note: SC tires have no average width. They are widest within the rim and taper to the tread. The widest dimension is shown.

## Tire and Wheel Data for Vintage Aircraft as Found in Aviation Museums and Tire Data Books

Airplane	MAIN TIRE	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. Psi.	Rim Dia/Wd	AUXILIARY Tire	Ave. O.D.	Ave. Sect.	Load Lbs.	Press. P.S.I.	Rim Dia/Wd
Note: Quotation marks around the name of the aircraft manufacturer's name indicate a corporate name change has occurred.												
<b>Northrop F-5A</b>	22X8.5-11	21.7"	8.3"	10000	210	11/7.25	18X5.5	17.6"	5.53"	5050	170	8/4.25
<b>Packard LePere-Lusac</b>	800X150	31.5"	5.9"	2000	55	21/3	Skid	N/A	N/A	N/A	N/A	N/A
<b>Republic P-47D</b>	34X9.9	33.20"	9.44"	8500	70	16/8	14.50 SC	14.48"	6.32"	1450	50	4.68/6.32
<b>Republic F-84F</b>	30X7.7	29.0"	7.63"	8000	165	16/6	20X4.4	19.75"	4.3"	4259	190	12/3.5
<b>Republic A-10</b>	36X11	34.55"	11.15"	26500	235	16/9	24X7.7	23.38"	7.43"	8200	135	10/5.5
<b>Republic F 105</b>	36X11	34.55"	11.15"	26500	235	16/9	24X7.7	23.38"	7.43"	8200	135	10/5.5
<b>Royal Aircraft Factory SE5-A</b>	700X100	27.47"	3.97"	1150	40	19/2.31	Skid	N/A	N/A	N/A	N/A	N/A
<b>Ryan PT-22</b>	7.00-6	18.38"	6.80"	1200	24	6.0/5.0	8.00SC	7.98"	3.2"	1215	55	2.88/3.2
<b>Seversky P-35</b>	36" SC	36.64"	13.5"	8200	51	17.8/13.5	12.50SC	12.29"	5.4"	1100	50	3.94/5.4
<b>Shorts Sterling</b>	26.50-21	70.45"	27.6"	32000	45	21 / 20	10.00-5¼	18.85"	8.4"	3150	50	5.25 / 7
<b>Sikorsky CH3</b>	6.50-10	21.73"	6.45"	2770	60	10/4.75	6.50-10	21.73"	6.45"	2770	60	10/4.75
<b>Sikorsky OH-5</b>	7.50-10	24.0"	7.58"	5000	69	10/5.5	4-Oct					
<b>Sikorsky UH-19</b>	7.50-10	24.0"	7.58"	5000	69	10/5.5	6.00-6	17.15"	6.1	1750	42	6/5
<b>Sikorsky H-54A</b>	12.50-16	37/98"	12.38"	12800	75	16/10	6.50-10	21.73	6.45"	3750	80	10/4.75
<b>Sopwith Pup</b>	700X75	27.47"	3.01"	500	50	19/2.31	Skid	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Sopwith Triplane</b>	700X100	27.47"	3.97"	1150	40	19/2.31	Skid	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Sopwith Camel</b>	700X75	27.41"	3.01"	500	50	19/2.31	Skid	N/A	N/A	N/A	N/A	N/A
<b>Spad-7</b>	700X75	27.47"	3.01"	500	55	19/2.31	Skid	N/A	N/A	N/A	N/A	N/A
<b>Sperry Messenger</b>	600X75	23.2"	3.01"	725	40	17/1.6	Skid	N/A	N/A	N/A	N/A	N/A
<b>Stinson L-5</b>	7.00-6	18.38"	6.80"	1900	38	6.0/5.0	10.00SC	9.91"	4.3"	650	45	3.2/4.3
<b>Stinson TriMotor</b>	11.00-12	32.00"	11.08"	6300	45	12/8.25	4.80/4.00-8	16.64"	4.25"	2000	45	8/?
<b>Supermarine Walrus</b>	8-19	36.07"	7.8"	3250	50	19 / 3.12	6.00-4	15"	6.0"	1150	30	4/4
<b>Supermarine Spitfire Mark Vc</b>	7.50X10-1/4	24.85"	7.70"	8550	35	10-1/4/5	3.00-4	9.1"	3.0"	375	40	4/2.5
<b>Thomas-Morse S4B</b>	26X4	26.0"	4.0"	1000	50	18/2.15	Skid	N/A	1150	N/A	N/A	N/A
<b>Vickers Wellington</b>	17.50-18	51"	17.5"	14,100	45	18 / 12	8.00-7¼	18.75"	7.85"	2175	45	7.25 / 6
<b>Vought SB2U</b>	30X7	29.2"	7.77"	4700	90	16/6	12" solid					
<b>Vought F4U-1D /FG1-D</b>	32X8	30.69"	8.88"	6000	90	16/7	12-1/2 X4-1/2	12.35"	4.60"	2400	75	4.5/3.88
<b>Vought F7U</b>	30X7.7	29.0"	7.63"	8000	165	16/6	18 x5.5	17.6"	5.53"	5050	170	8/4.25
<b>Vought F8U</b>	26X6.6	6.45"	6.45"	8000	165	14/5	22X5.5	21.85"	5.53"	7100	265	12/4.25
<b>Vought A-7—</b>	28X9.0-12	27.2"	8.6"	16650	235	7-Dec	22X5.5	21.85"	5.53"	7100	265	12/4.25
<b>Vultee BT-13/ SNV</b>	27"SC	27.78"	9.75"	3300	39	14.9/9.75	10.00SC	9.91"	4.3"	650	45	3.2/4.3
<b>Westland Lysander</b>	8-19	36.07"	7.8"	3250	50	19 / 3.12	4.95-3½	12.15"	4.8"	860	35	3.5 / 3.25

Note: SC tires have no average width. They are widest within the rim and taper to the tread. The widest dimension is shown.