

- (a) Provide cutoff of the fuel burning thrust augmentor;
- (b) Permit on-off cycling;
- (c) Be controllable within the intended range of operation;
- (d) Upon a failure or malfunction of augmentor combustion, not cause the engine to lose thrust other than that provided by the augmentor; and
- (e) Have controls that function compatibly with the other engine controls and automatically shut off augmentor fuel flow if the engine rotor speed drops below the minimum rotational speed at which the augmentor is intended to function.

[Amdt. 33-6, 39 FR 35468, Oct. 1, 1974]

Subpart F—Block Tests; Turbine Aircraft Engines

§ 33.81 Applicability.

This subpart prescribes the block tests and inspections for turbine engines.

[Doc. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35468, Oct. 1, 1974]

§ 33.82 General.

Before each endurance test required by this subpart, the adjustment setting and functioning characteristic of each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must be established and recorded.

[Amdt. 36-6, 39 FR 35468, Oct. 1, 1974]

§ 33.83 Vibration test.

(a) Each engine must undergo vibration surveys to establish that the vibration characteristics of those components that may be subject to mechanically or aerodynamically induced vibratory excitations are acceptable throughout the declared flight envelope. The engine surveys shall be based upon an appropriate combination of experience, analysis, and component test and shall address, as a minimum, blades, vanes, rotor discs, spacers, and rotor shafts.

(b) The surveys shall cover the ranges of power or thrust, and both the physical and corrected rotational

speeds for each rotor system, corresponding to operations throughout the range of ambient conditions in the declared flight envelope, from the minimum rotational speed up to 103 percent of the maximum physical and corrected rotational speed permitted for rating periods of two minutes or longer, and up to 100 percent of all other permitted physical and corrected rotational speeds, including those that are overspeeds. If there is any indication of a stress peak arising at the highest of those required physical or corrected rotational speeds, the surveys shall be extended sufficiently to reveal the maximum stress values present, except that the extension need not cover more than a further 2 percentage points increase beyond those speeds.

(c) Evaluations shall be made of the following:

(1) The effects on vibration characteristics of operating with scheduled changes (including tolerances) to variable vane angles, compressor bleeds, accessory loading, the most adverse inlet air flow distortion pattern declared by the manufacturer, and the most adverse conditions in the exhaust duct(s); and

(2) The aerodynamic and aeromechanical factors which might induce or influence flutter in those systems susceptible to that form of vibration.

(d) Except as provided by paragraph (e) of this section, the vibration stresses associated with the vibration characteristics determined under this section, when combined with the appropriate steady stresses, must be less than the endurance limits of the materials concerned, after making due allowances for operating conditions for the permitted variations in properties of the materials. The suitability of these stress margins must be justified for each part evaluated. If it is determined that certain operating conditions, or ranges, need to be limited, operating and installation limitations shall be established.

(e) The effects on vibration characteristics of excitation forces caused by fault conditions (such as, but not limited to, out-of balance, local blockage or enlargement of stator vane passages,