

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Power for level flight at $0.9 V_H$ or $0.9 V_{NE}$, whichever is less;
- (4) The landing gear retracted; and
- (5) The rotorcraft trimmed at $0.9 V_H$ or $0.9 V_{NE}$, whichever is less.

(c) *Autorotation.* Static longitudinal stability must be shown in autorotation at airspeeds from 0.5 times the speed for minimum rate of descent to V_{NE} , or to $1.1 V_{NE}$ (power-off) if V_{NE} (power-off) is established under § 27.1505(c), and with—

- (1) Critical weight;
 - (2) Critical center of gravity;
 - (3) Power off;
 - (4) The landing gear—
 - (i) Retracted; and
 - (ii) Extended; and
 - (5) The rotorcraft trimmed at appropriate speeds found necessary by the Administrator to demonstrate stability throughout the prescribed speed range.
- (d) *Hovering.* For helicopters, the longitudinal cyclic control must operate with the sense and direction of motion prescribed in § 27.173 between the maximum approved rearward speed and a forward speed of 17 knots with—
- (1) Critical weight;
 - (2) Critical center of gravity;
 - (3) Power required to maintain an approximate constant height in ground effect;
 - (4) The landing gear extended; and
 - (5) The helicopter trimmed for hovering.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 963, Jan. 26, 1968; Amdt. 27-11, 41 FR 55468, Dec. 20, 1976; Amdt. 27-14, 43 FR 2325, Jan. 16, 1978; Amdt. 27-21, 49 FR 44433, Nov. 6, 1984; Amdt. 27-34, 62 FR 46173, Aug. 29, 1997]

§ 27.177 Static directional stability.

Static directional stability must be positive with throttle and collective controls held constant at the trim conditions specified in § 27.175 (a) and (b). This must be shown by steadily increasing directional control deflection for sideslip angles up to $\pm 10^\circ$ from trim. Sufficient cues must accompany side-

slip to alert the pilot when approaching sideslip limits.

[Amdt. 27-21, 49 FR 44433, Nov. 6, 1984]

GROUND AND WATER HANDLING CHARACTERISTICS

§ 27.231 General.

The rotorcraft must have satisfactory ground and water handling characteristics, including freedom from uncontrollable tendencies in any condition expected in operation.

§ 27.235 Taxiing condition.

The rotorcraft must be designed to withstand the loads that would occur when the rotorcraft is taxied over the roughest ground that may reasonably be expected in normal operation.

§ 27.239 Spray characteristics.

If certification for water operation is requested, no spray characteristics during taxiing, takeoff, or landing may obscure the vision of the pilot or damage the rotors, propellers, or other parts of the rotorcraft.

§ 27.241 Ground resonance.

The rotorcraft may have no dangerous tendency to oscillate on the ground with the rotor turning.

MISCELLANEOUS FLIGHT REQUIREMENTS

§ 27.251 Vibration.

Each part of the rotorcraft must be free from excessive vibration under each appropriate speed and power condition.

Subpart C—Strength Requirements

GENERAL

§ 27.301 Loads.

(a) Strength requirements are specified in terms of limit loads (the maximum loads to be expected in service) and ultimate loads (limit loads multiplied by prescribed factors of safety). Unless otherwise provided, prescribed loads are limit loads.

(b) Unless otherwise provided, the specified air, ground, and water loads must be placed in equilibrium with inertia forces, considering each item of mass in the rotorcraft. These loads

§ 27.303

must be distributed to closely approximate or conservatively represent actual conditions.

(c) If deflections under load would significantly change the distribution of external or internal loads, this redistribution must be taken into account.

§ 27.303 Factor of safety.

Unless otherwise provided, a factor of safety of 1.5 must be used. This factor applies to external and inertia loads unless its application to the resulting internal stresses is more conservative.

§ 27.305 Strength and deformation.

(a) The structure must be able to support limit loads without detrimental or permanent deformation. At any load up to limit loads, the deformation may not interfere with safe operation.

(b) The structure must be able to support ultimate loads without failure. This must be shown by—

(1) Applying ultimate loads to the structure in a static test for at least three seconds; or

(2) Dynamic tests simulating actual load application.

§ 27.307 Proof of structure.

(a) Compliance with the strength and deformation requirements of this subpart must be shown for each critical loading condition accounting for the environment to which the structure will be exposed in operation. Structural analysis (static or fatigue) may be used only if the structure conforms to those structures for which experience has shown this method to be reliable. In other cases, substantiating load tests must be made.

(b) Proof of compliance with the strength requirements of this subpart must include—

(1) Dynamic and endurance tests of rotors, rotor drives, and rotor controls;

(2) Limit load tests of the control system, including control surfaces;

(3) Operation tests of the control system;

(4) Flight stress measurement tests;

(5) Landing gear drop tests; and

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(6) Any additional test required for new or unusual design features.

(Secs. 604, 605, 72 Stat. 778, 49 U.S.C. 1424, 1425)

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-3, 33 FR 14105, Sept. 18, 1968; Amdt. 27-26, 55 FR 7999, Mar. 6, 1990]

§ 27.309 Design limitations.

The following values and limitations must be established to show compliance with the structural requirements of this subpart:

(a) The design maximum weight.

(b) The main rotor r.p.m. ranges power on and power off.

(c) The maximum forward speeds for each main rotor r.p.m. within the ranges determined under paragraph (b) of this section.

(d) The maximum rearward and side-ward flight speeds.

(e) The center of gravity limits corresponding to the limitations determined under paragraphs (b), (c), and (d) of this section.

(f) The rotational speed ratios between each powerplant and each connected rotating component.

(g) The positive and negative limit maneuvering load factors.

FLIGHT LOADS

§ 27.321 General.

(a) The flight load factor must be assumed to act normal to the longitudinal axis of the rotorcraft, and to be equal in magnitude and opposite in direction to the rotorcraft inertia load factor at the center of gravity.

(b) Compliance with the flight load requirements of this subpart must be shown—

(1) At each weight from the design minimum weight to the design maximum weight; and

(2) With any practical distribution of disposable load within the operating limitations in the Rotorcraft Flight Manual.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55468, Dec. 20, 1976]

§ 27.337 Limit maneuvering load factor.

The rotorcraft must be designed for—