surface load for both nose-up and nose-down pitching conditions is the sum of the balancing loads at V and the specified value of the normal load factor n, plus the maneuvering load increment due to the specified value of the angular acceleration.

[Amdt. 23–42, 56 FR 353, Jan. 3, 1991; 56 FR 5455, Feb. 11, 1991]

§ 23.425 Gust loads.

(a) Each horizontal surface, other than a main wing, must be designed for loads resulting from—

(1) Gust velocities specified in § 23.333(c) with flaps retracted; and

(2) Positive and negative gusts of 25 f.p.s. nominal intensity at V_F corresponding to the flight conditions specified in § 23.345(a)(2).

(b) [Reserved]

(c) When determining the total load on the horizontal surfaces for the conditions specified in paragraph (a) of this section, the initial balancing loads for steady unaccelerated flight at the pertinent design speeds V_F, V_C, and V_D must first be determined. The incremental load resulting from the gusts must be added to the initial balancing load to obtain the total load.

(d) In the absence of a more rational analysis, the incremental load due to the gust must be computed as follows only on airplane configurations with aft-mounted, horizontal surfaces, unless its use elsewhere is shown to be conservative:

$$\Delta L_{ht} = \frac{K_g U_{de} V a_{ht} S_{ht}}{498}\left(1 - \frac{d\varepsilon}{d\alpha}\right)$$

where—

ΔL_{ht}=Incremental horizontal tailload (lbs.);
K_g=Gust alleviation factor defined in § 23.341;
U_{de}=Derived gust velocity (f.p.s.);
V=Airplane equivalent speed (knots);
a_{ht}=Slope of aft horizontal lift curve (per radian)
S_{ht}=Area of aft horizontal lift surface (ft^2); and

$$\left(1 - \frac{d\varepsilon}{d\alpha}\right) = \text{Downwash factor}$$

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13089 Aug. 13, 1969; Amdt. 23–42, 56 FR 353, Jan. 3, 1991]

§ 23.427 Unsymmetrical loads.

(a) Horizontal surfaces other than main wing and their supporting structure must be designed for unsymmetrical loads arising from yawing and slipstream effects, in combination with the loads prescribed for the flight conditions set forth in §§ 23.421 through 23.425.

(b) In the absence of more rational data for airplanes that are conventional in regard to location of engines, wings, horizontal surfaces other than main wing, and fuselage shape:

(1) 100 percent of the maximum loading from the symmetrical flight conditions may be assumed on the surface on one side of the plane of symmetry; and

(2) The following percentage of that loading must be applied to the opposite side:

Percent=100 − 10 (n − 1), where n is the specified positive maneuvering load factor, but this value may not be more than 80 percent.

(c) For airplanes that are not conventional (such as airplanes with horizontal surfaces other than main wing having appreciable dihedral or supported by the vertical tail surfaces) the surfaces and supporting structures must be designed for combined vertical and horizontal surface loads resulting from each prescribed flight condition taken separately.

[Amdt. 23–14, 38 FR 31820, Nov. 19, 1973, as amended by Amdt. 23–42, 56 FR 353, Jan. 3, 1991]

VERTICAL SURFACES

§ 23.441 Maneuvering loads.

(a) At speeds up to V_A, the vertical surfaces must be designed to withstand the following conditions. In computing the loads, the yawing velocity may be assumed to be zero:

(1) With the airplane in unaccelerated flight at zero yaw, it is assumed that the rudder control is suddenly displaced to the maximum deflection, as limited by the control stops or by limit pilot forces.

(2) With the rudder deflected as specified in paragraph (a)(1) of this section, it is assumed that the airplane yaws to the overswing sideslip angle. In lieu of a rational analysis, an overswing angle

equal to 1.5 times the static sideslip angle of paragraph (a)(3) of this section may be assumed.

(3) A yaw angle of 15 degrees with the rudder control maintained in the neutral position (except as limited by pilot strength).

(b) For commuter category airplanes, the loads imposed by the following additional maneuver must be substantiated at speeds from V_A to V_D/M_D. When computing the tail loads—

(1) The airplane must be yawed to the largest attainable steady state sideslip angle, with the rudder at maximum deflection caused by any one of the following:

(i) Control surface stops;

(ii) Maximum available booster effort;

(iii) Maximum pilot rudder force as shown below:

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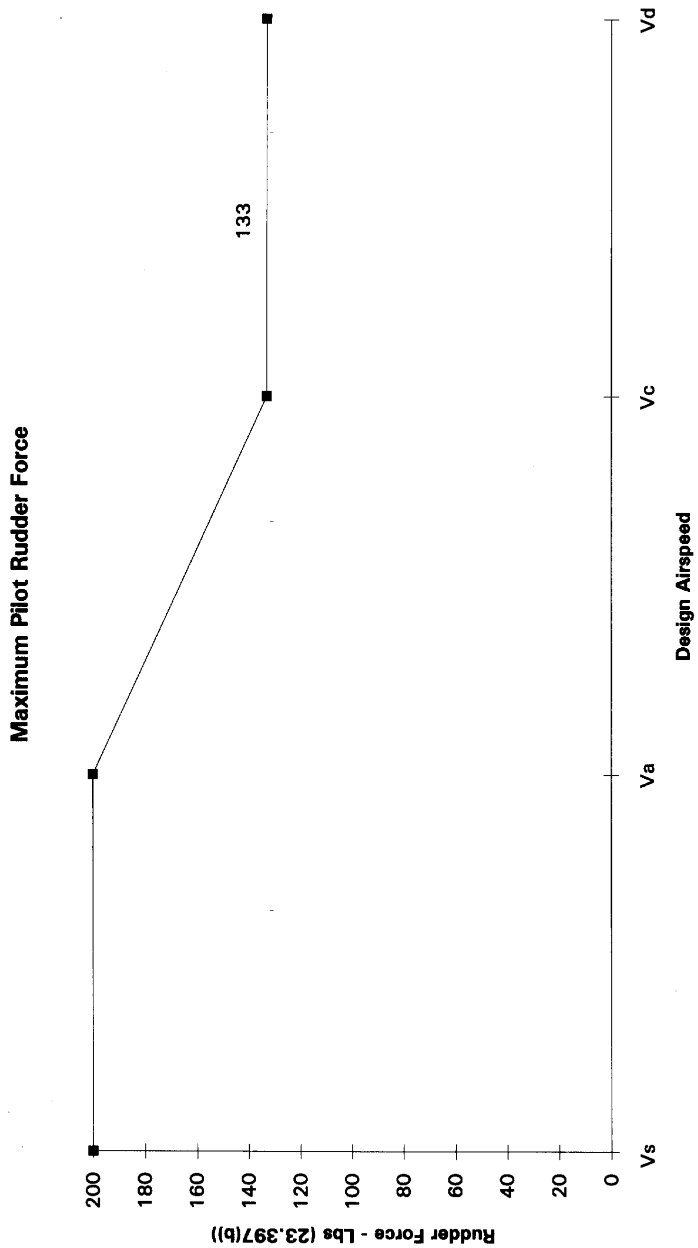

(2) The rudder must be suddenly displaced from the maximum deflection to the neutral position.

(c) The yaw angles specified in paragraph (a)(3) of this section may be reduced if the yaw angle chosen for a particular speed cannot be exceeded in—

(1) Steady slip conditions;

(2) Uncoordinated rolls from steep banks; or

(3) Sudden failure of the critical engine with delayed corrective action.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13090, Aug. 13, 1969; Amdt. 23–14, 38 FR 31821, Nov. 19, 1973; Amdt. 23–28, 47 FR 13315, Mar. 29, 1982; Amdt. 23–42, 56 FR 353, Jan. 3, 1991; Amdt. 23–48, 61 FR 5145, Feb. 9, 1996]

§ 23.443 Gust loads.

(a) Vertical surfaces must be designed to withstand, in unaccelerated flight at speed V_C, lateral gusts of the values prescribed for V_C in § 23.333(c).

(b) In addition, for commuter category airplanes, the airplane is assumed to encounter derived gusts normal to the plane of symmetry while in unaccelerated flight at V_B, V_C, V_D, and V_F. The derived gusts and airplane speeds corresponding to these conditions, as determined by §§ 23.341 and 23.345, must be investigated. The shape of the gust must be as specified in § 23.333(c)(2)(i).

(c) In the absence of a more rational analysis, the gust load must be computed as follows:

$$L_{vt} = \frac{K_{gt}\ U_{de}\ V\ a_{vt}\ S_{vt}}{498}$$

Where—

L_{vt}=Vertical surface loads (lbs.);

$$k_{gt} = \frac{0.88\,\mu_{gt}}{5.3 + \mu_{gt}} = \text{gust alleviation factor;}$$

$$\mu_{gt} = \frac{2W}{\rho\, c_t\, g\, a_{vt} S_{vt}}\ \frac{K^{2}}{l_{vt}} = \text{lateral mass ratio;}$$

U_{de}=Derived gust velocity (f.p.s.);

ρ=Air density (slugs/cu.ft.);

W=the applicable weight of the airplane in the particular load case (lbs.);

S_{vt}=Area of vertical surface (ft.[2]);

č≤$_t$=Mean geometric chord of vertical surface (ft.);

a_{vt}=Lift curve slope of vertical surface (per radian);

K=Radius of gyration in yaw (ft.);

l_{vt}=Distance from airplane c.g. to lift center of vertical surface (ft.);

g=Acceleration due to gravity (ft./sec.[2]); and

V=Equivalent airspeed (knots).

[Amdt. 23–7, 34 FR 13090, Aug. 13, 1969, as amended by Amdt. 23–34, 52 FR 1830, Jan. 15, 1987; 52 FR 7262, Mar. 9, 1987; Amdt. 23–24, 52 FR 34745, Sept. 14, 1987; Amdt. 23–42, 56 FR 353, Jan. 3, 1991; Amdt. 23–48, 61 FR 5147, Feb. 9, 1996]

§ 23.445 Outboard fins or winglets.

(a) If outboard fins or winglets are included on the horizontal surfaces or wings, the horizontal surfaces or wings must be designed for their maximum load in combination with loads induced by the fins or winglets and moments or forces exerted on the horizontal surfaces or wings by the fins or winglets.

(b) If outboard fins or winglets extend above and below the horizontal surface, the critical vertical surface loading (the load per unit area as determined under §§ 23.441 and 23.443) must be applied to—

(1) The part of the vertical surfaces above the horizontal surface with 80 percent of that loading applied to the part below the horizontal surface; and

(2) The part of the vertical surfaces below the horizontal surface with 80 percent of that loading applied to the part above the horizontal surface.

(c) The end plate effects of outboard fins or winglets must be taken into account in applying the yawing conditions of §§ 23.441 and 23.443 to the vertical surfaces in paragraph (b) of this section.

(d) When rational methods are used for computing loads, the maneuvering loads of § 23.441 on the vertical surfaces and the one-g horizontal surface load, including induced loads on the horizontal surface and moments or forces exerted on the horizontal surfaces by the vertical surfaces, must be applied simultaneously for the structural loading condition.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–14, 38 FR 31821, Nov. 19, 1973; Amdt. 23–42, 56 FR 353, Jan. 3, 1991]

Ailerons and Special Devices

§ 23.455 Ailerons.

(a) The ailerons must be designed for the loads to which they are subjected—

(1) In the neutral position during symmetrical flight conditions; and