

**§ 29.1027**

**§ 29.1027 Transmission and gearboxes: general.**

(a) The oil system for components of the rotor drive system that require continuous lubrication must be sufficiently independent of the lubrication systems of the engine(s) to ensure—

(1) Operation with any engine inoperative; and

(2) Safe autorotation.

(b) Pressure lubrication systems for transmissions and gearboxes must comply with the requirements of §§ 29.1013, paragraphs (c), (d), and (f) only, 29.1015, 29.1017, 29.1021, 29.1023, and 29.1337(d). In addition, the system must have—

(1) An oil strainer or filter through which all the lubricant flows, and must—

(i) Be designed to remove from the lubricant any contaminant which may damage transmission and drive system components or impede the flow of lubricant to a hazardous degree; and

(ii) Be equipped with a bypass constructed and installed so that—

(A) The lubricant will flow at the normal rate through the rest of the system with the strainer or filter completely blocked; and

(B) The release of collected contaminants is minimized by appropriate location of the bypass to ensure that collected contaminants are not in the bypass flowpath;

(iii) Be equipped with a means to indicate collection of contaminants on the filter or strainer at or before opening of the bypass;

(2) For each lubricant tank or sump outlet supplying lubrication to rotor drive systems and rotor drive system components, a screen to prevent entrance into the lubrication system of any object that might obstruct the flow of lubricant from the outlet to the filter required by paragraph (b)(1) of this section. The requirements of paragraph (b)(1) of this section do not apply to screens installed at lubricant tank or sump outlets.

(c) Splash type lubrication systems for rotor drive system gearboxes must comply with §§ 29.1021 and 29.1337(d).

[Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

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**COOLING**

**§ 29.1041 General.**

(a) The powerplant and auxiliary power unit cooling provisions must be able to maintain the temperatures of powerplant components, engine fluids, and auxiliary power unit components and fluids within the temperature limits established for these components and fluids, under ground, water, and flight operating conditions for which certification is requested, and after normal engine or auxiliary power unit shutdown, or both.

(b) There must be cooling provisions to maintain the fluid temperatures in any power transmission within safe values under any critical surface (ground or water) and flight operating conditions.

(c) Except for ground-use-only auxiliary power units, compliance with paragraphs (a) and (b) of this section must be shown by flight tests in which the temperatures of selected powerplant component and auxiliary power unit component, engine, and transmission fluids are obtained under the conditions prescribed in those paragraphs.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

**§ 29.1043 Cooling tests.**

(a) *General.* For the tests prescribed in § 29.1041(c), the following apply:

(1) If the tests are conducted under conditions deviating from the maximum ambient atmospheric temperature specified in paragraph (b) of this section, the recorded powerplant temperatures must be corrected under paragraphs (c) and (d) of this section, unless a more rational correction method is applicable.

(2) No corrected temperature determined under paragraph (a)(1) of this section may exceed established limits.

(3) The fuel used during the cooling tests must be of the minimum grade approved for the engines, and the mixture settings must be those used in normal operation.

(4) The test procedures must be as prescribed in §§ 29.1045 through 29.1049.

(5) For the purposes of the cooling tests, a temperature is “stabilized”

when its rate of change is less than 2 °F per minute.

(b) *Maximum ambient atmospheric temperature.* A maximum ambient atmospheric temperature corresponding to sea level conditions of at least 100 degrees F. must be established. The assumed temperature lapse rate is 3.6 degrees F. per thousand feet of altitude above sea level until a temperature of -69.7 degrees F. is reached, above which altitude the temperature is considered constant at -69.7 degrees F. However, for winterization installations, the applicant may select a maximum ambient atmospheric temperature corresponding to sea level conditions of less than 100 degrees F.

(c) *Correction factor (except cylinder barrels).* Unless a more rational correction applies, temperatures of engine fluids and powerplant components (except cylinder barrels) for which temperature limits are established, must be corrected by adding to them the difference between the maximum ambient atmospheric temperature and the temperature of the ambient air at the time of the first occurrence of the maximum component or fluid temperature recorded during the cooling test.

(d) *Correction factor for cylinder barrel temperatures.* Cylinder barrel temperatures must be corrected by adding to them 0.7 times the difference between the maximum ambient atmospheric temperature and the temperature of the ambient air at the time of the first occurrence of the maximum cylinder barrel temperature recorded during the cooling test.

(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)))

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#### § 29.1045 Climb cooling test procedures.

(a) Climb cooling tests must be conducted under this section for—

- (1) Category A rotorcraft; and
- (2) Multiengine category B rotorcraft for which certification is requested under the category A powerplant in-

stallation requirements, and under the requirements of § 29.861(a) at the steady rate of climb or descent established under § 29.67(b).

(b) The climb or descent cooling tests must be conducted with the engine inoperative that produces the most adverse cooling conditions for the remaining engines and powerplant components.

(c) Each operating engine must—

(1) For helicopters for which the use of 30-minute OEI power is requested, be at 30-minute OEI power for 30 minutes, and then at maximum continuous power (or at full throttle when above the critical altitude);

(2) For helicopters for which the use of continuous OEI power is requested, be at continuous OEI power (or at full throttle when above the critical altitude); and

(3) For other rotorcraft, be at maximum continuous power (or at full throttle when above the critical altitude).

(d) After temperatures have stabilized in flight, the climb must be—

(1) Begun from an altitude not greater than the lower of—

(i) 1,000 feet below the engine critical altitude; and

(ii) 1,000 feet below the maximum altitude at which the rate of climb is 150 f.p.m; and

(2) Continued for at least five minutes after the occurrence of the highest temperature recorded, or until the rotorcraft reaches the maximum altitude for which certification is requested.

(e) For category B rotorcraft without a positive rate of climb, the descent must begin at the all-engine-critical altitude and end at the higher of—

(1) The maximum altitude at which level flight can be maintained with one engine operative; and

(2) Sea level.

(f) The climb or descent must be conducted at an airspeed representing a normal operational practice for the configuration being tested. However, if the cooling provisions are sensitive to rotorcraft speed, the most critical airspeed must be used, but need not exceed the speeds established under