loads due to ground gusts and taxiing downwind:

(1) The control system between the stops nearest the surfaces and the cockpit controls must be designed for loads corresponding to the limit hinge moments H of paragraph (a)(2) of this section. These loads need not exceed—

(i) The loads corresponding to the maximum pilot loads in §25.397(c) for each pilot alone; or

(ii) 0.75 times these maximum loads for each pilot when the pilot forces are applied in the same direction.

(2) The control system stops nearest the surfaces, the control system locks, and the parts of the systems (if any) between these stops and locks and the control surface horns, must be designed for limit hinge moments H, in foot pounds, obtained from the formula, $H=.0034KV^2cS$, where—

V=65 (wind speed in knots)
K=limit hinge moment factor for ground gusts derived in paragraph (b) of this section.
c=mean chord of the control surface aft of the hinge line (ft);
S=area of the control surface aft of the hinge line (sq ft);

(b) The limit hinge moment factor K for ground gusts must be derived as follows:

Surface	*K*	Position of controls
(a) Aileron	0.75	Control column locked or lashed in mid-position.
(b) .....do	[1] 1 ±0.50	Ailerons at full throw.
(c) Elevator	[1] 1 ±0.75	(c) Elevator full down.
(d) .....do	[1] 1 ±0.75	(d) Elevator full up.
(e) Rudder	0.75	(e) Rudder in neutral.
(f) .....do	0.75	(f) Rudder at full throw.

[1] A positive value of K indicates a moment tending to depress the surface, while a negative value of K indicates a moment tending to raise the surface.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–72, 55 FR 29776, July 20, 1990; Amdt. 25–91, 62 FR 40705, July 29, 1997]

§25.427 Unsymmetrical loads.

(a) In designing the airplane for lateral gust, yaw maneuver and roll maneuver conditions, account must be taken of unsymmetrical loads on the empennage arising from effects such as slipstream and aerodynamic interference with the wing, vertical fin and other aerodynamic surfaces.

(b) The horizontal tail must be assumed to be subjected to unsymmetrical loading conditions determined as follows:

(1) 100 percent of the maximum loading from the symmetrical maneuver conditions of §25.331 and the vertical gust conditions of §25.341(a) acting separately on the surface on one side of the plane of symmetry; and

(2) 80 percent of these loadings acting on the other side.

(c) For empennage arrangements where the horizontal tail surfaces have dihedral angles greater than plus or minus 10 degrees, or are supported by the vertical tail surfaces, the surfaces and the supporting structure must be designed for gust velocities specified in §25.341(a) acting in any orientation at right angles to the flight path.

(d) Unsymmetrical loading on the empennage arising from buffet conditions of §25.305(e) must be taken into account.

[Doc. No. 27902, 61 FR 5222, Feb. 9, 1996]

§25.445 Auxiliary aerodynamic surfaces.

(a) When significant, the aerodynamic influence between auxiliary aerodynamic surfaces, such as outboard fins and winglets, and their supporting aerodynamic surfaces, must be taken into account for all loading conditions including pitch, roll, and yaw maneuvers, and gusts as specified in §25.341(a) acting at any orientation at right angles to the flight path.

(b) To provide for unsymmetrical loading when outboard fins extend above and below the horizontal surface, the critical vertical surface loading (load per unit area) determined under §25.391 must also be applied as follows:

(1) 100 percent to the area of the vertical surfaces above (or below) the horizontal surface.

(2) 80 percent to the area below (or above) the horizontal surface.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–86, 61 FR 5222, Feb. 9, 1996]

§25.457 Wing flaps.

Wing flaps, their operating mechanisms, and their supporting structures