

(h) *Rear wheel turning loads in the static ground attitude.* In the static ground attitude, and with the shock absorbers and tires in their static positions, the rotorcraft must be designed for rear wheel turning loads as follows:

(1) A vertical ground reaction equal to the static load on the rear wheel must be combined with an equal side load.

(2) The load specified in paragraph (h)(1) of this section must be applied to the rear landing gear—

(i) Through the axle, if there is a swivel (the rear wheel being assumed to be swiveled 90 degrees to the longitudinal axis of the rotorcraft); or

(ii) At the ground contact point if there is a lock, steering device or shimmy damper (the rear wheel being assumed to be in the trailing position).

(i) *Taxiing condition.* The rotorcraft and its landing gear must be designed for the loads that would occur when the rotorcraft is taxied over the roughest ground that may reasonably be expected in normal operation.

§ 29.501 Ground loading conditions: landing gear with skids.

(a) *General.* Rotorcraft with landing gear with skids must be designed for the loading conditions specified in this section. In showing compliance with this section, the following apply:

(1) The design maximum weight, center of gravity, and load factor must be determined under §§ 29.471 through 29.475.

(2) Structural yielding of elastic spring members under limit loads is acceptable.

(3) Design ultimate loads for elastic spring members need not exceed those obtained in a drop test of the gear with—

(i) A drop height of 1.5 times that specified in § 29.725; and

(ii) An assumed rotor lift of not more than 1.5 times that used in the limit drop tests prescribed in § 29.725.

(4) Compliance with paragraph (b) through (e) of this section must be shown with—

(i) The gear in its most critically deflected position for the landing condition being considered; and

(ii) The ground reactions rationally distributed along the bottom of the skid tube.

(b) *Vertical reactions in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the vertical reactions must be applied as prescribed in paragraph (a) of this section.

(c) *Drag reactions in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the following apply:

(1) The vertical reactions must be combined with horizontal drag reactions of 50 percent of the vertical reaction applied at the ground.

(2) The resultant ground loads must equal the vertical load specified in paragraph (b) of this section.

(d) *Sideloads in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the following apply:

(1) The vertical ground reaction must be—

(i) Equal to the vertical loads obtained in the condition specified in paragraph (b) of this section; and

(ii) Divided equally among the skids.

(2) The vertical ground reactions must be combined with a horizontal sideload of 25 percent of their value.

(3) The total sideload must be applied equally between skids and along the length of the skids.

(4) The unbalanced moments are assumed to be resisted by angular inertia.

(5) The skid gear must be investigated for—

(i) Inward acting sideloads; and

(ii) Outward acting sideloads.

(e) *One-skid landing loads in the level attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of one skid only, the following apply:

(1) The vertical load on the ground contact side must be the same as that obtained on that side in the condition specified in paragraph (b) of this section.

(2) The unbalanced moments are assumed to be resisted by angular inertia.

(f) *Special conditions.* In addition to the conditions specified in paragraphs (b) and (c) of this section, the rotorcraft must be designed for the following ground reactions:

(1) A ground reaction load acting up and aft at an angle of 45 degrees to the longitudinal axis of the rotorcraft. This load must be—

- (i) Equal to 1.33 times the maximum weight;
- (ii) Distributed symmetrically among the skids;
- (iii) Concentrated at the forward end of the straight part of the skid tube; and
- (iv) Applied only to the forward end of the skid tube and its attachment to the rotorcraft.

(2) With the rotorcraft in the level landing attitude, a vertical ground reaction load equal to one-half of the vertical load determined under paragraph (b) of this section. This load must be—

- (i) Applied only to the skid tube and its attachment to the rotorcraft; and
- (ii) Distributed equally over 33.3 percent of the length between the skid tube attachments and centrally located midway between the skid tube attachments.

[Amdt. 29-3, 33 FR 966, Jan. 26, 1968; as amended by Amdt. 27-26, 55 FR 8002, Mar. 6, 1990]

§ 29.505 Ski landing conditions.

If certification for ski operation is requested, the rotorcraft, with skis, must be designed to withstand the following loading conditions (where P is the maximum static weight on each ski with the rotorcraft at design maximum weight, and n is the limit load factor determined under § 29.473(b)):

- (a) Up-load conditions in which—
 - (1) A vertical load of Pn and a horizontal load of $Pn/4$ are simultaneously applied at the pedestal bearings; and
 - (2) A vertical load of $1.33 P$ is applied at the pedestal bearings.
- (b) A side load condition in which a side load of $0.35 Pn$ is applied at the pedestal bearings in a horizontal plane perpendicular to the centerline of the rotorcraft.
- (c) A torque-load condition in which a torque load of $1.33 P$ (in foot-pounds) is applied to the ski about the vertical

axis through the centerline of the pedestal bearings.

§ 29.511 Ground load: unsymmetrical loads on multiple-wheel units.

(a) In dual-wheel gear units, 60 percent of the total ground reaction for the gear unit must be applied to one wheel and 40 percent to the other.

(b) To provide for the case of one deflated tire, 60 percent of the specified load for the gear unit must be applied to either wheel except that the vertical ground reaction may not be less than the full static value.

(c) In determining the total load on a gear unit, the transverse shift in the load centroid, due to unsymmetrical load distribution on the wheels, may be neglected.

[Amdt. 29-3, 33 FR 966, Jan. 26, 1968]

WATER LOADS

§ 29.519 Hull type rotorcraft: Water-based and amphibian.

(a) *General.* For hull type rotorcraft, the structure must be designed to withstand the water loading set forth in paragraphs (b), (c), and (d) of this section considering the most severe wave heights and profiles for which approval is desired. The loads for the landing conditions of paragraphs (b) and (c) of this section must be developed and distributed along and among the hull and auxiliary floats, if used, in a rational and conservative manner, assuming a rotor lift not exceeding two-thirds of the rotorcraft weight to act throughout the landing impact.

(b) *Vertical landing conditions.* The rotorcraft must initially contact the most critical wave surface at zero forward speed in likely pitch and roll attitudes which result in critical design loadings. The vertical descent velocity may not be less than 6.5 feet per second relative to the mean water surface.

(c) *Forward speed landing conditions.* The rotorcraft must contact the most critical wave at forward velocities from zero up to 30 knots in likely pitch, roll, and yaw attitudes and with a vertical descent velocity of not less than 6.5 feet per second relative to the mean water surface. A maximum forward velocity of less than 30 knots may