

adjacent fixed structure, when one surface is held in its most critical clearance positions and the others are operated through their full movement.

(b) If an adjustable stabilizer is used, it must have stops that will limit its range of travel to that allowing safe flight and landing.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42164, Aug. 6, 1993]

§ 23.657 Hinges.

(a) Control surface hinges, except ball and roller bearing hinges, must have a factor of safety of not less than 6.67 with respect to the ultimate bearing strength of the softest material used as a bearing.

(b) For ball or roller bearing hinges, the approved rating of the bearing may not be exceeded.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-48, 61 FR 5148, Feb. 9, 1996]

§ 23.659 Mass balance.

The supporting structure and the attachment of concentrated mass balance weights used on control surfaces must be designed for—

(a) 24 *g* normal to the plane of the control surface;

(b) 12 *g* fore and aft; and

(c) 12 *g* parallel to the hinge line.

CONTROL SYSTEMS

§ 23.671 General.

(a) Each control must operate easily, smoothly, and positively enough to allow proper performance of its functions.

(b) Controls must be arranged and identified to provide for convenience in operation and to prevent the possibility of confusion and subsequent inadvertent operation.

§ 23.672 Stability augmentation and automatic and power-operated systems.

If the functioning of stability augmentation or other automatic or power-operated systems is necessary to show compliance with the flight characteristics requirements of this part, such systems must comply with § 23.671 and the following:

(a) A warning, which is clearly distinguishable to the pilot under expected flight conditions without requiring the pilot's attention, must be provided for any failure in the stability augmentation system or in any other automatic or power-operated system that could result in an unsafe condition if the pilot was not aware of the failure. Warning systems must not activate the control system.

(b) The design of the stability augmentation system or of any other automatic or power-operated system must permit initial counteraction of failures without requiring exceptional pilot skill or strength, by either the deactivation of the system or a failed portion thereof, or by overriding the failure by movement of the flight controls in the normal sense.

(c) It must be shown that, after any single failure of the stability augmentation system or any other automatic or power-operated system—

(1) The airplane is safely controllable when the failure or malfunction occurs at any speed or altitude within the approved operating limitations that is critical for the type of failure being considered;

(2) The controllability and maneuverability requirements of this part are met within a practical operational flight envelope (for example, speed, altitude, normal acceleration, and airplane configuration) that is described in the Airplane Flight Manual (AFM); and

(3) The trim, stability, and stall characteristics are not impaired below a level needed to permit continued safe flight and landing.

[Doc. No. 26269, 58 FR 42164, Aug. 6, 1993]

§ 23.673 Primary flight controls.

Primary flight controls are those used by the pilot for the immediate control of pitch, roll, and yaw.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-48, 61 FR 5148, Feb. 9, 1996]

§ 23.675 Stops.

(a) Each control system must have stops that positively limit the range of motion of each movable aerodynamic surface controlled by the system.