

(1) For the entire system, loads corresponding to the limit airloads on the appropriate surface, or the limit pilot forces in § 23.397(b), whichever are less; and

(2) For secondary controls, loads not less than those corresponding to the maximum pilot effort established under § 23.405.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13091, Aug. 13, 1969]

§ 23.685 Control system details.

(a) Each detail of each control system must be designed and installed to prevent jamming, chafing, and interference from cargo, passengers, loose objects, or the freezing of moisture.

(b) There must be means in the cockpit to prevent the entry of foreign objects into places where they would jam the system.

(c) There must be means to prevent the slapping of cables or tubes against other parts.

(d) Each element of the flight control system must have design features, or must be distinctively and permanently marked, to minimize the possibility of incorrect assembly that could result in malfunctioning of the control system.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55464, Dec. 20, 1976]

§ 23.687 Spring devices.

The reliability of any spring device used in the control system must be established by tests simulating service conditions unless failure of the spring will not cause flutter or unsafe flight characteristics.

§ 23.689 Cable systems.

(a) Each cable, cable fitting, turnbuckle, splice, and pulley used must meet approved specifications. In addition—

(1) No cable smaller than $\frac{1}{8}$ inch diameter may be used in primary control systems;

(2) Each cable system must be designed so that there will be no hazardous change in cable tension throughout the range of travel under operating conditions and temperature variations; and

(3) There must be means for visual inspection at each fairlead, pulley, terminal, and turnbuckle.

(b) Each kind and size of pulley must correspond to the cable with which it is used. Each pulley must have closely fitted guards to prevent the cables from being misplaced or fouled, even when slack. Each pulley must lie in the plane passing through the cable so that the cable does not rub against the pulley flange.

(c) Fairleads must be installed so that they do not cause a change in cable direction of more than three degrees.

(d) Clevis pins subject to load or motion and retained only by cotter pins may not be used in the control system.

(e) Turnbuckles must be attached to parts having angular motion in a manner that will positively prevent binding throughout the range of travel.

(f) Tab control cables are not part of the primary control system and may be less than $\frac{1}{8}$ inch diameter in airplanes that are safely controllable with the tabs in the most adverse positions.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13091, Aug. 13, 1969]

§ 23.691 Artificial stall barrier system.

If the function of an artificial stall barrier, for example, stick pusher, is used to show compliance with § 23.201(c), the system must comply with the following:

(a) With the system adjusted for operation, the plus and minus airspeeds at which downward pitching control will be provided must be established.

(b) Considering the plus and minus airspeed tolerances established by paragraph (a) of this section, an airspeed must be selected for the activation of the downward pitching control that provides a safe margin above any airspeed at which any unsatisfactory stall characteristics occur.

(c) In addition to the stall warning required § 23.07, a warning that is clearly distinguishable to the pilot under all expected flight conditions without requiring the pilot's attention, must be provided for faults that would prevent the system from providing the required pitching motion.