§ 23.349   Rolling conditions.

The wing and wing bracing must be designed for the following loading conditions:

(a) Unsymmetrical wing loads appropriate to the category. Unless the following values result in unrealistic loads, the rolling accelerations may be obtained by modifying the symmetrical flight conditions in § 23.333(d) as follows:

(1) For the acrobatic category, in conditions A and F, assume that 100 percent of the semispan wing airload acts on one side of the plane of symmetry and 60 percent of this load acts on the other side.

(2) For normal, utility, and commuter categories, in Condition A, assume that 100 percent of the semispan wing airload acts on one side of the airplane and 75 percent of this load acts on the other side.

(b) The loads resulting from the aileron deflections and speeds specified in § 23.455, in combination with an airplane load factor of at least two thirds of the positive maneuvering load factor used for design. Unless the following values result in unrealistic loads, the effect of aileron displacement on wing torsion may be accounted for by adding the following increment to the basic airfoil moment coefficient over the aileron portion of the span in the critical condition determined in § 23.333(d):

$$\Delta c_m = -0.01\delta$$

where—

Δc_m is the moment coefficient increment; and
δ is the down aileron deflection in degrees in the critical condition.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13088, Aug. 13, 1969; Amdt. 23–34, 52 FR 1829, Jan. 15, 1987; Amdt. 23–48, 61 FR 5144, Feb. 9, 1996]

§ 23.351   Yawing conditions.

The airplane must be designed for yawing loads on the vertical surfaces resulting from the loads specified in §§ 23.441 through 23.445.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–42, 56 FR 352, Jan. 3, 1991]

§ 23.361   Engine torque.

(a) Each engine mount and its supporting structure must be designed for the effects of—

(1) A limit engine torque corresponding to takeoff power and propeller speed acting simultaneously with 75 percent of the limit loads from flight condition A of § 23.333(d);

(2) A limit engine torque corresponding to maximum continuous power and propeller speed acting simultaneously with the limit loads from flight condition A of § 23.333(d); and

(3) For turbopropeller installations, in addition to the conditions specified in paragraphs (a)(1) and (a)(2) of this section, a limit engine torque corresponding to takeoff power and propeller speed, multiplied by a factor accounting for propeller control system malfunction, including quick feathering, acting simultaneously with 1g level flight loads. In the absence of a rational analysis, a factor of 1.6 must be used.

(b) For turbine engine installations, the engine mounts and supporting structure must be designed to withstand each of the following:

(1) A limit engine torque load imposed by sudden engine stoppage due to malfunction or structural failure (such as compressor jamming).

(2) A limit engine torque load imposed by the maximum acceleration of the engine.

(c) The limit engine torque to be considered under paragraph (a) of this section must be obtained by multiplying the mean torque by a factor of—

(1) 1.25 for turbopropeller installations;

(2) 1.33 for engines with five or more cylinders; and

(3) Two, three, or four, for engines with four, three, or two cylinders, respectively.

[Amdt. 23–26, 45 FR 60171, Sept. 11, 1980, as amended by Amdt. 23–45, 58 FR 42160, Aug. 6, 1993]

§ 23.363   Side load on engine mount.

(a) Each engine mount and its supporting structure must be designed for a limit load factor in a lateral direction, for the side load on the engine mount, of not less than—

(1) 1.33, or