

§ 27.927

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produce loads or flapping motions exceeding the maximum loads or motions encountered in flight. The cycling may be accomplished during the testing prescribed in paragraph (c) of this section.

(i) At least 200 start-up clutch engagements must be accomplished—

(1) So that the shaft on the driven side of the clutch is accelerated; and

(2) Using a speed and method selected by the applicant.

(j) For multiengine rotorcraft for which the use of 30-minute OEI power is requested, five runs must be made at 30-minute OEI torque and the maximum speed for use with 30-minute OEI torque, in which each engine, in sequence, is made inoperative and the remaining engine(s) is run for a 30-minute period.

(k) For multiengine rotorcraft for which the use of continuous OEI power is requested, five runs must be made at continuous OEI torque and the maximum speed for use with continuous OEI torque, in which each engine, in sequence, is made inoperative and the remaining engine(s) is run for a 1-hour period.

(Secs. 313(a), 601, and 603, 72 Stat. 752, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655(c))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–2, 33 FR 963, Jan. 26, 1968; Amdt. 27–12, 42 FR 15044, Mar. 17, 1977; Amdt. 27–23, 53 FR 34212, Sept. 2, 1988; Amdt. 27–29, 59 FR 47767, Sept. 16, 1994]

§ 27.927 Additional tests.

(a) Any additional dynamic, endurance, and operational tests, and vibratory investigations necessary to determine that the rotor drive mechanism is safe, must be performed.

(b) If turbine engine torque output to the transmission can exceed the highest engine or transmission torque rating limit, and that output is not directly controlled by the pilot under normal operating conditions (such as where the primary engine power control is accomplished through the flight control), the following test must be made:

(1) Under conditions associated with all engines operating, make 200 applications, for 10 seconds each, or torque that is at least equal to the lesser of—

(i) The maximum torque used in meeting § 27.923 plus 10 percent; or

(ii) The maximum attainable torque output of the engines, assuming that torque limiting devices, if any, function properly.

(2) For multiengine rotorcraft under conditions associated with each engine, in turn, becoming inoperative, apply to the remaining transmission torque inputs the maximum torque attainable under probable operating conditions, assuming that torque limiting devices, if any, function properly. Each transmission input must be tested at this maximum torque for at least 15 minutes.

(3) The tests prescribed in this paragraph must be conducted on the rotorcraft at the maximum rotational speed intended for the power condition of the test and the torque must be absorbed by the rotors to be installed, except that other ground or flight test facilities with other appropriate methods of torque absorption may be used if the conditions of support and vibration closely simulate the conditions that would exist during a test on the rotorcraft.

(c) It must be shown by tests that the rotor drive system is capable of operating under autorotative conditions for 15 minutes after the loss of pressure in the rotor drive primary oil system.

(Secs. 313(a), 601, and 603, 72 Stat. 752, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655(c))

[Amdt. 27–2, 33 FR 963, Jan. 26, 1968, as amended by Amdt. 27–12, 42 FR 15045, Mar. 17, 1977; Amdt. 27–23, 53 FR 34212, Sept. 2, 1988]

§ 27.931 Shafting critical speed.

(a) The critical speeds of any shafting must be determined by demonstration except that analytical methods may be used if reliable methods of analysis are available for the particular design.

(b) If any critical speed lies within, or close to, the operating ranges for idling, power on, and autorotative conditions, the stresses occurring at that speed must be within safe limits. This must be shown by tests.

(c) If analytical methods are used and show that no critical speed lies within the permissible operating ranges, the

margins between the calculated critical speeds and the limits of the allowable operating ranges must be adequate to allow for possible variations between the computed and actual values.

§ 27.935 Shafting joints.

Each universal joint, slip joint, and other shafting joints whose lubrication is necessary for operation must have provision for lubrication.

§ 27.939 Turbine engine operating characteristics.

(a) Turbine engine operating characteristics must be investigated in flight to determine that no adverse characteristics (such as stall, surge, or flame-out) are present, to a hazardous degree, during normal and emergency operation within the range of operating limitations of the rotorcraft and of the engine.

(b) The turbine engine air inlet system may not, as a result of airflow distortion during normal operation, cause vibration harmful to the engine.

(c) For governor-controlled engines, it must be shown that there exists no hazardous torsional instability of the drive system associated with critical combinations of power, rotational speed, and control displacement.

[Amdt. 27-1, 32 FR 6914, May 5, 1967, as amended by Amdt. 27-11, 41 FR 55469, Dec. 20, 1976]

FUEL SYSTEM

§ 27.951 General.

(a) Each fuel system must be constructed and arranged to ensure a flow of fuel at a rate and pressure established for proper engine functioning under any likely operating condition, including the maneuvers for which certification is requested.

(b) Each fuel system must be arranged so that—

(1) No fuel pump can draw fuel from more than one tank at a time; or

(2) There are means to prevent introducing air into the system.

(c) Each fuel system for a turbine engine must be capable of sustained operation throughout its flow and pressure range with fuel initially saturated with water at 80 °F. and having 0.75cc of free water per gallon added and cooled to

the most critical condition for icing likely to be encountered in operation.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-9, 39 FR 35461, Oct. 1, 1974]

§ 27.952 Fuel system crash resistance.

Unless other means acceptable to the Administrator are employed to minimize the hazard of fuel fires to occupants following an otherwise survivable impact (crash landing), the fuel systems must incorporate the design features of this section. These systems must be shown to be capable of sustaining the static and dynamic deceleration loads of this section, considered as ultimate loads acting alone, measured at the system component's center of gravity, without structural damage to system components, fuel tanks, or their attachments that would leak fuel to an ignition source.

(a) *Drop test requirements.* Each tank, or the most critical tank, must be drop-tested as follows:

(1) The drop height must be at least 50 feet.

(2) The drop impact surface must be nondeforming.

(3) The tank must be filled with water to 80 percent of the normal, full capacity.

(4) The tank must be enclosed in a surrounding structure representative of the installation unless it can be established that the surrounding structure is free of projections or other design features likely to contribute to rupture of the tank.

(5) The tank must drop freely and impact in a horizontal position $\pm 10^\circ$.

(6) After the drop test, there must be no leakage.

(b) *Fuel tank load factors.* Except for fuel tanks located so that tank rupture with fuel release to either significant ignition sources, such as engines, heaters, and auxiliary power units, or occupants is extremely remote, each fuel tank must be designed and installed to retain its contents under the following ultimate inertial load factors, acting alone.

(1) For fuel tanks in the cabin:

(i) Upward—4g.

(ii) Forward—16g.

(iii) Sideward—8g.

(iv) Downward—20g.