§ 23.347 Unsymmetrical flight conditions.

(a) The airplane is assumed to be subjected to the unsymmetrical flight conditions of §§ 23.349 and 23.351. Unbalanced aerodynamic moments about the center of gravity must be reacted in a rational or conservative manner, considering the principal masses furnishing the reacting inertia forces.

(b) Acrobatic category airplanes certified for flick maneuvers (snap roll) must be designed for additional asymmetric loads acting on the wing and the horizontal tail.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–48, 61 FR 5144, Feb. 9, 1996]

§ 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

(2) One-third of the limit load factor for flight condition A.

(b) The side load prescribed in paragraph (a) of this section may be assumed to be independent of other flight conditions.

§ 23.365 Pressurized cabin loads.

For each pressurized compartment, the following apply:

(a) The airplane structure must be strong enough to withstand the flight loads combined with pressure differential loads from zero up to the maximum relief valve setting.

(b) The external pressure distribution in flight, and any stress concentrations, must be accounted for.

(c) If landings may be made with the cabin pressurized, landing loads must be combined with pressure differential loads from zero up to the maximum allowed during landing.

(d) The airplane structure must be strong enough to withstand the pressure differential loads corresponding to the maximum relief valve setting multiplied by a factor of 1.33, omitting other loads.

(e) If a pressurized cabin has two or more compartments separated by bulkheads or a floor, the primary structure must be designed for the effects of sudden release of pressure in any compartment with external doors or windows. This condition must be investigated for the effects of failure of the largest opening in the compartment. The effects of intercompartmental venting may be considered.

§ 23.367 Unsymmetrical loads due to engine failure.

(a) Turbopropeller airplanes must be designed for the unsymmetrical loads resulting from the failure of the critical engine including the following conditions in combination with a single malfunction of the propeller drag limiting system, considering the probable pilot corrective action on the flight controls:

(1) At speeds between V_{MC} and $V_{D,}$ the loads resulting from power failure because of fuel flow interruption are considered to be limit loads.

(2) At speeds between V_{MC} and $V_{C,}$ the loads resulting from the disconnection of the engine compressor from the turbine or from loss of the turbine blades are considered to be ultimate loads.

(3) The time history of the thrust decay and drag buildup occurring as a result of the prescribed engine failures must be substantiated by test or other data applicable to the particular engine-propeller combination.

(4) The timing and magnitude of the probable pilot corrective action must be conservatively estimated, considering the characteristics of the particular engine-propeller-airplane combination.

(b) Pilot corrective action may be assumed to be initiated at the time maximum yawing velocity is reached, but not earlier than 2 seconds after the engine failure. The magnitude of the corrective action may be based on the limit pilot forces specified in § 23.397 except that lower forces may be assumed where it is shown by analysis or test that these forces can control the yaw and roll resulting from the prescribed engine failure conditions.

[Amdt. 23–7, 34 FR 13089, Aug. 13, 1969]

§ 23.369 Rear lift truss.

(a) If a rear lift truss is used, it must be designed to withstand conditions of reversed airflow at a design speed of—

$V=8.7\sqrt{(W/S)} + 8.7$ (knots), where W/S=wing loading at design maximum takeoff weight.

(b) Either aerodynamic data for the particular wing section used, or a value of C_L equalling -0.8 with a chordwise distribution that is triangular between