

(1) Give unmistakable warning to the pilot when lock is engaged; or

(2) Automatically disengage the device when the pilot operates the primary flight controls in a normal manner.

(b) The device must be installed to limit the operation of the airplane so that, when the device is engaged, the pilot receives unmistakable warning at the start of the takeoff.

(c) The device must have a means to preclude the possibility of it becoming inadvertently engaged in flight.

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

§ 23.681 Limit load static tests.

(a) Compliance with the limit load requirements of this part must be shown by tests in which—

(1) The direction of the test loads produces the most severe loading in the control system; and

(2) Each fitting, pulley, and bracket used in attaching the system to the main structure is included.

(b) Compliance must be shown (by analyses or individual load tests) with the special factor requirements for control system joints subject to angular motion.

§ 23.683 Operation tests.

(a) It must be shown by operation tests that, when the controls are operated from the pilot compartment with the system loaded as prescribed in paragraph (b) of this section, the system is free from—

- (1) Jamming;
- (2) Excessive friction; and
- (3) Excessive deflection.

(b) The prescribed test loads are—

(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 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.