(e) Auxiliary aerodynamic surfaces, in § 25.445.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–86, 61 FR 5222, Feb. 9, 1996; Amdt. 25–141, 79 FR 73468, Dec. 11, 2014]

§ 25.393 Loads parallel to hinge line.

(a) Control surfaces and supporting hinge brackets must be designed for inertia loads acting parallel to the hinge line.

(b) In the absence of more rational data, the inertia loads may be assumed to be equal to KW, where—

(1) $K = 24$ for vertical surfaces;

(2) $K = 12$ for horizontal surfaces; and

(3) W = weight of the movable surfaces.

§ 25.395 Control system.

(a) Longitudinal, lateral, directional, and drag control system and their supporting structures must be designed for loads corresponding to 125 percent of the computed hinge moments of the movable control surface in the conditions prescribed in § 25.391.

(b) The system limit loads of paragraph (a) of this section need not exceed the loads that can be produced by the pilot (or pilots) and by automatic or power devices operating the controls.

(c) The loads must not be less than those resulting from application of the minimum forces prescribed in § 25.397(c).

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5672, Apr. 8, 1970; Amdt. 25–72, 55 FR 29776, July 20, 1990; Amdt. 25–141, 79 FR 73468, Dec. 11, 2014]

§ 25.397 Control system loads.

(a) *General.* The maximum and minimum pilot forces, specified in paragraph (c) of this section, are assumed to act at the appropriate control grips or pads (in a manner simulating flight conditions) and to be reacted at the attachment of the control system to the control surface horn.

(b) *Pilot effort effects.* In the control surface flight loading condition, the air loads on movable surfaces and the corresponding deflections need not exceed those that would result in flight from the application of any pilot force within the ranges specified in paragraph (c) of this section. Two-thirds of the maximum values specified for the aileron and elevator may be used if control surface hinge moments are based on reliable data. In applying this criterion, the effects of servo mechanisms, tabs, and automatic pilot systems, must be considered.

(c) *Limit pilot forces and torques.* The limit pilot forces and torques are as follows:

Control	Maximum forces or torques	Minimum forces or torques
Aileron:		
Stick	100 lbs	40 lbs.
Wheel [1]	80 D in.-lbs [2]	40 D in.-lbs.
Elevator:		
Stick	250 lbs	100 lbs.
Wheel (symmetrical)	300 lbs	100 lbs.
Wheel (unsymmetrical) [3]		100 lbs.
Rudder	300 lbs	130 lbs.

[1] The critical parts of the aileron control system must be designed for a single tangential force with a limit value equal to 1.25 times the couple force determined from these criteria.

[2] D = wheel diameter (inches).

[3] The unsymmetrical forces must be applied at one of the normal handgrip points on the periphery of the control wheel.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–38, 41 FR 55466, Dec. 20, 1976; Amdt. 25–72, 55 FR 29776, July 20, 1990]

§ 25.399 Dual control system.

(a) Each dual control system must be designed for the pilots operating in opposition, using individual pilot forces not less than—

(1) 0.75 times those obtained under § 25.395; or

(2) The minimum forces specified in § 25.397(c).

(b) The control system must be designed for pilot forces applied in the same direction, using individual pilot forces not less than 0.75 times those obtained under § 25.395.

§ 25.405 Secondary control system.

Secondary controls, such as wheel brake, spoiler, and tab controls, must be designed for the maximum forces that a pilot is likely to apply to those controls. The following values may be used: