MISCELLANEOUS FLIGHT REQUIREMENTS

§ 27.251 Vibration.

Each part of the rotorcraft must be free from excessive vibration under each appropriate speed and power condition.

Subpart C—Strength Requirements

GENERAL

§ 27.301 Loads.

(a) Strength requirements are specified in terms of limit loads (the maximum loads to be expected in service) and ultimate loads (limit loads multiplied by prescribed factors of safety). Unless otherwise provided, prescribed loads are limit loads.

(b) Unless otherwise provided, the specified air, ground, and water loads must be placed in equilibrium with inertia forces, considering each item of mass in the rotorcraft. These loads must be distributed to closely approximate or conservatively represent actual conditions.

(c) If deflections under load would significantly change the distribution of external or internal loads, this redistribution must be taken into account.

§ 27.303 Factor of safety.

Unless otherwise provided, a factor of safety of 1.5 must be used. This factor applies to external and inertia loads unless its application to the resulting internal stresses is more conservative.

§ 27.305 Strength and deformation.

(a) The structure must be able to support limit loads without detrimental or permanent deformation. At any load up to limit loads, the deformation may not interfere with safe operation.

(b) The structure must be able to support ultimate loads without failure. This must be shown by—

(1) Applying ultimate loads to the structure in a static test for at least three seconds; or

(2) Dynamic tests simulating actual load application.

§ 27.307 Proof of structure.

(a) Compliance with the strength and deformation requirements of this sub-

part must be shown for each critical loading condition accounting for the environment to which the structure will be exposed in operation. Structural analysis (static or fatigue) may be used only if the structure conforms to those structures for which experience has shown this method to be reliable. In other cases, substantiating load tests must be made.

(b) Proof of compliance with the strength requirements of this subpart must include—

(1) Dynamic and endurance tests of rotors, rotor drives, and rotor controls;

(2) Limit load tests of the control system, including control surfaces;

(3) Operation tests of the control system;

(4) Flight stress measurement tests;

(5) Landing gear drop tests; and

(6) Any additional test required for new or unusual design features.

(Secs. 604, 605, 72 Stat. 778, 49 U.S.C. 1424, 1425)

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–3, 33 FR 14105, Sept. 18, 1968; Amdt. 27–26, 55 FR 7999, Mar. 6, 1990]

§ 27.309 Design limitations.

The following values and limitations must be established to show compliance with the structural requirements of this subpart:

(a) The design maximum weight.

(b) The main rotor r.p.m. ranges power on and power off.

(c) The maximum forward speeds for each main rotor r.p.m. within the ranges determined under paragraph (b) of this section.

(d) The maximum rearward and sideward flight speeds.

(e) The center of gravity limits corresponding to the limitations determined under paragraphs (b), (c), and (d) of this section.

(f) The rotational speed ratios between each powerplant and each connected rotating component.

(g) The positive and negative limit maneuvering load factors.

FLIGHT LOADS

§ 27.321 General.

(a) The flight load factor must be assumed to act normal to the longitudinal axis of the rotorcraft, and to be

equal in magnitude and opposite in direction to the rotorcraft inertia load factor at the center of gravity.

(b) Compliance with the flight load requirements of this subpart must be shown—

(1) At each weight from the design minimum weight to the design maximum weight; and

(2) With any practical distribution of disposable load within the operating limitations in the Rotorcraft Flight Manual.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–11, 41 FR 55468, Dec. 20, 1976]

§ 27.337 Limit maneuvering load factor.

The rotorcraft must be designed for—
(a) A limit maneuvering load factor ranging from a positive limit of 3.5 to a negative limit of −1.0; or

(b) Any positive limit maneuvering load factor not less than 2.0 and any negative limit maneuvering load factor of not less than −0.5 for which—

(1) The probability of being exceeded is shown by analysis and flight tests to be extremely remote; and

(2) The selected values are appropriate to each weight condition between the design maximum and design minimum weights.

[Amdt. 27–26, 55 FR 7999, Mar. 6, 1990]

§ 27.339 Resultant limit maneuvering loads.

The loads resulting from the application of limit maneuvering load factors are assumed to act at the center of each rotor hub and at each auxiliary lifting surface, and to act in directions, and with distributions of load among the rotors and auxiliary lifting surfaces, so as to represent each critical maneuvering condition, including power-on and power-off flight with the maximum design rotor tip speed ratio. The rotor tip speed ratio is the ratio of the rotorcraft flight velocity component in the plane of the rotor disc to the rotational tip speed of the rotor blades, and is expressed as follows:

$$\mu = \frac{V \cos a}{\Omega R}$$

where—

V= The airspeed along flight path (f.p.s.);

a= The angle between the projection, in the plane of symmetry, of the axis of no feathering and a line perpendicular to the flight path (radians, positive when axis is pointing aft);

$omega$= The angular velocity of rotor (radians per second); and

R= The rotor radius (ft).

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–11, 41 FR 55469, Dec. 20, 1976]

§ 27.341 Gust loads.

The rotorcraft must be designed to withstand, at each critical airspeed including hovering, the loads resulting from a vertical gust of 30 feet per second.

§ 27.351 Yawing conditions.

(a) Each rotorcraft must be designed for the loads resulting from the maneuvers specified in paragraphs (b) and (c) of this section with—

(1) Unbalanced aerodynamic moments about the center of gravity which the aircraft reacts to in a rational or conservative manner considering the principal masses furnishing the reacting inertia forces; and

(2) Maximum main rotor speed.

(b) To produce the load required in paragraph (a) of this section, in unaccelerated flight with zero yaw, at forward speeds from zero up to 0.6 V_{NE}—

(1) Displace the cockpit directional control suddenly to the maximum deflection limited by the control stops or by the maximum pilot force specified in § 27.397(a);

(2) Attain a resulting sideslip angle or 90°, whichever is less; and

(3) Return the directional control suddenly to neutral.

(c) To produce the load required in paragraph (a) of this section, in unaccelerated flight with zero yaw, at forward speeds from 0.6 V_{NE} up to V_{NE} or V_H, whichever is less—

(1) Displace the cockpit directional control suddenly to the maximum deflection limited by the control stops or by the maximum pilot force specified in § 27.397(a);

(2) Attain a resulting sideslip angle or 15°, whichever is less, at the lesser speed of V_{NE} or V_H;