§ 27.727 Reserve energy absorption drop test.

The reserve energy absorption drop test must be conducted as follows:
(a) The drop height must be 1.5 times that specified in §27.725(a).
(b) Rotor lift, where considered in a manner similar to that prescribed in §27.725(b), may not exceed 1.5 times the lift allowed under that paragraph.
(c) The landing gear must withstand this test without collapsing. Collapse of the landing gear occurs when a member of the nose, tail, or main gear will not support the rotorcraft in the proper attitude or allows the rotorcraft structure, other than the landing gear and external accessories, to impact the landing surface.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–26, 55 FR 8001, Mar. 6, 1990]  

§ 27.729 Retracting mechanism.

For rotorcraft with retractable landing gear, the following apply:
(a) Loads. The landing gear, retracting mechanism, wheel-well doors, and supporting structure must be designed for—

(d) Operation tests. The proper functioning of the retracting mechanism must be shown by operation tests.

(e) Position indicator. There must be a means to indicate to the pilot when the gear is secured in the extreme positions.

(f) Control. The location and operation of the retraction control must meet the requirements of §§27.777 and 27.779.

(g) Landing gear warning. An aural or equally effective landing gear warning device must be provided that functions continuously when the rotorcraft is in a normal landing mode and the landing gear is not fully extended and locked. A manual shutoff capability must be provided for the warning device and the warning system must automatically reset when the rotorcraft is no longer in the landing mode.

[Amend. 27–21, 49 FR 44434, Nov. 6, 1984]  

§ 27.731 Wheels.

(a) Each landing gear wheel must be approved.
(b) The maximum static load rating of each wheel may not be less than the corresponding static ground reaction with—

(i) Maximum weight; and

(ii) Critical center of gravity.