§ 29.675 Stops.

(a) Each control system must have stops that positively limit the range of motion of the pilot’s controls.  
(b) Each stop must be located in the system so that the range of travel of its control is not appreciably affected by—  
   (1) Wear;  
   (2) Slackness; or  
   (3) Takeup adjustments.  
(c) Each stop must be able to withstand the loads corresponding to the design conditions for the system.  
(d) For each main rotor blade—  
   (1) Stops that are appropriate to the blade design must be provided to limit travel of the blade about its hinge point; and  
   (2) There must be means to keep the blade from hitting the droop stops during any operation other than starting and stopping the rotor.  

§ 29.679 Control system locks.

If there is a device to lock the control system with the rotorcraft on the ground or water, there must be means to—  
(a) Automatically disengage the lock when the pilot operates the controls in a normal manner, or limit the operation of the rotorcraft so as to give unmistakable warning to the pilot before takeoff; and  
(b) Prevent the lock from engaging in flight.

§ 29.681 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.

§ 29.683 Operation tests.

It must be shown by operation tests that, when the controls are operated from the pilot compartment with the control system loaded to correspond with loads specified for the system, the system is free from—  
(a) Jamming;  
(b) Excessive friction; and  
(c) Excessive deflection.

§ 29.685 Control system details.

(a) Each detail of each control system must be designed 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) Cable systems must be designed as follows:  
   (1) Cables, cable fittings, turnbuckles, splices, and pulleys must be of an acceptable kind.  
   (2) The design of cable systems must prevent any hazardous change in cable tension throughout the range of travel under any operating conditions and temperature variations.  
   (3) No cable smaller than ¼ inch diameter may be used in any primary control system.  
   (4) Pulley kinds and sizes must correspond to the cables with which they are used. The pulley-cable combinations and strength values specified in MIL-HDBK-5 must be used unless they are inapplicable.  
   (5) Pulleys must have close fitting guards to prevent the cables from being displaced or fouled.  
   (6) Pulleys must lie close enough to the plane passing through the cable to prevent the cable from rubbing against the pulley flange.