

§ 23.723 Shock absorption tests.

(a) It must be shown that the limit load factors selected for design in accordance with § 23.473 for takeoff and landing weights, respectively, will not be exceeded. This must be shown by energy absorption tests except that analysis based on tests conducted on a landing gear system with identical energy absorption characteristics may be used for increases in previously approved takeoff and landing weights.

(b) The landing gear may not fail, but may yield, in a test showing its reserve energy absorption capacity, simulating a descent velocity of 1.2 times the limit descent velocity, assuming wing lift equal to the weight of the airplane.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-23, 43 FR 50593, Oct. 30, 1978; Amdt. 23-49, 61 FR 5166, Feb. 9, 1996]

§ 23.725 Limit drop tests.

(a) If compliance with § 23.723(a) is shown by free drop tests, these tests must be made on the complete airplane, or on units consisting of wheel, tire, and shock absorber, in their proper relation, from free drop heights not less than those determined by the following formula:

$$h \text{ (inches)} = 3.6 (W/S)^{1/2}$$

However, the free drop height may not be less than 9.2 inches and need not be more than 18.7 inches.

(b) If the effect of wing lift is provided for in free drop tests, the landing gear must be dropped with an effective weight equal to

$$W_e = W \frac{[h + (1 - L)d]}{(h + d)}$$

where—

W_e —the effective weight to be used in the drop test (lbs.);

h —specified free drop height (inches);

d —deflection under impact of the tire (at the approved inflation pressure) plus the vertical component of the axle travel relative to the drop mass (inches);

$W = W_M$ for main gear units (lbs), equal to the static weight on that unit with the airplane in the level attitude (with the nose wheel clear in the case of nose wheel type airplanes);

$W = W_T$ for tail gear units (lbs.), equal to the static weight on the tail unit with the airplane in the tail-down attitude;

$W = W_N$ for nose wheel units (lbs.), equal to the vertical component of the static reaction that would exist at the nose wheel, assuming that the mass of the airplane acts at the center of gravity and exerts a force of 1.0 g downward and 0.33 g forward; and

L —the ratio of the assumed wing lift to the airplane weight, but not more than 0.667.

(c) The limit inertia load factor must be determined in a rational or conservative manner, during the drop test, using a landing gear unit attitude, and applied drag loads, that represent the landing conditions.

(d) The value of d used in the computation of W_e in paragraph (b) of this section may not exceed the value actually obtained in the drop test.

(e) The limit inertia load factor must be determined from the drop test in paragraph (b) of this section according to the following formula:

$$n = n_j \frac{W_e}{W} + L$$

where—

n_j —the load factor developed in the drop test (that is, the acceleration (dv/dt) in g s recorded in the drop test) plus 1.0; and

W_e , W , and L are the same as in the drop test computation.

(f) The value of n determined in accordance with paragraph (e) may not be more than the limit inertia load factor used in the landing conditions in § 23.473.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13091, Aug. 13, 1969; Amdt. 23-48, 61 FR 5148, Feb. 9, 1996]

§ 23.726 Ground load dynamic tests.

(a) If compliance with the ground load requirements of §§ 23.479 through 23.483 is shown dynamically by drop test, one drop test must be conducted that meets § 23.725 except that the drop height must be—

(1) 2.25 times the drop height prescribed in § 23.725(a); or

(2) Sufficient to develop 1.5 times the limit load factor.

(b) The critical landing condition for each of the design conditions specified

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in §§ 23.479 through 23.483 must be used for proof of strength.

[Amdt. 23-7, 34 FR 13091, Aug. 13, 1969]

§ 23.727 Reserve energy absorption drop test.

(a) If compliance with the reserve energy absorption requirement in § 23.723(b) is shown by free drop tests, the drop height may not be less than 1.44 times that specified in § 23.725.

(b) If the effect of wing lift is provided for, the units must be dropped with an effective mass equal to $W_c = Wh/(h+d)$, when the symbols and other details are the same as in § 23.725.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13091, Aug. 13, 1969]

§ 23.729 Landing gear extension and retraction system.

(a) *General.* For airplanes with retractable landing gear, the following apply:

(1) Each landing gear retracting mechanism and its supporting structure must be designed for maximum flight load factors with the gear retracted and must be designed for the combination of friction, inertia, brake torque, and air loads, occurring during retraction at any airspeed up to $1.6 V_{S1}$ with flaps retracted, and for any load factor up to those specified in § 23.345 for the flaps-extended condition.

(2) The landing gear and retracting mechanism, including the wheel well doors, must withstand flight loads, including loads resulting from all yawing conditions specified in § 23.351, with the landing gear extended at any speed up to at least $1.6 V_{S1}$ with the flaps retracted.

(b) *Landing gear lock.* There must be positive means (other than the use of hydraulic pressure) to keep the landing gear extended.

(c) *Emergency operation.* For a landplane having retractable landing gear that cannot be extended manually, there must be means to extend the landing gear in the event of either—

(1) Any reasonably probable failure in the normal landing gear operation system; or

(2) Any reasonably probable failure in a power source that would prevent the

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operation of the normal landing gear operation system.

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

(e) *Position indicator.* If a retractable landing gear is used, there must be a landing gear position indicator (as well as necessary switches to actuate the indicator) or other means to inform the pilot that each gear is secured in the extended (or retracted) position. If switches are used, they must be located and coupled to the landing gear mechanical system in a manner that prevents an erroneous indication of either “down and locked” if each gear is not in the fully extended position, or “up and locked” if each landing gear is not in the fully retracted position.

(f) *Landing gear warning.* For landplanes, the following aural or equally effective landing gear warning devices must be provided:

(1) A device that functions continuously when one or more throttles are closed beyond the power settings normally used for landing approach if the landing gear is not fully extended and locked. A throttle stop may not be used in place of an aural device. If there is a manual shutoff for the warning device prescribed in this paragraph, the warning system must be designed so that when the warning has been suspended after one or more throttles are closed, subsequent retardation of any throttle to, or beyond, the position for normal landing approach will activate the warning device.

(2) A device that functions continuously when the wing flaps are extended beyond the maximum approach flap position, using a normal landing procedure, if the landing gear is not fully extended and locked. There may not be a manual shutoff for this warning device. The flap position sensing unit may be installed at any suitable location. The system for this device may use any part of the system (including the aural warning device) for the device required in paragraph (f)(1) of this section.

(g) *Equipment located in the landing gear bay.* If the landing gear bay is used as the location for equipment other than the landing gear, that equipment must be designed and installed to minimize damage from items such as a tire