§ 29.181  

(4) The sideslip angle attained by maximum directional control input.

(b) Sufficient cues must accompany the sideslip to alert the pilot when approaching sideslip limits.

(c) During the maneuver specified in paragraph (a) of this section, the sideslip angle versus directional control position curve may have a negative slope within a small range of angles around trim, provided the desired heading can be maintained without exceptional piloting skill or alertness.

[Amdt. 29–51, 73 FR 11001, Feb. 29, 2008]

§ 29.181  

Dynamic stability: Category A rotorcraft.  

Any short-period oscillation occurring at any speed from $V_Y$ to $V_{NE}$ must be positively damped with the primary flight controls free and in a fixed position.

[Amdt. 29–24, 49 FR 44437, Nov. 6, 1984]

GROUND AND WATER HANDLING CHARACTERISTICS

§ 29.231  

General.  

The rotorcraft must have satisfactory ground and water handling characteristics, including freedom from uncontrollable tendencies in any condition expected in operation.

§ 29.235  

Taxiing condition.  

The rotorcraft must be designed to withstand the loads that would occur when the rotorcraft is taxied over the roughest ground that may reasonably be expected in normal operation.

§ 29.239  

Spray characteristics.  

If certification for water operation is requested, no spray characteristics during taxiing, takeoff, or landing may obscure the vision of the pilot or damage the rotors, propellers, or other parts of the rotorcraft.

§ 29.241  

Ground resonance.  

The rotorcraft may have no dangerous tendency to oscillate on the ground with the rotor turning.