

Federal Aviation Administration, DOT

§ 25.415

(2) The minimum forces specified in § 25.397(c).

(b) The control system must be designed for pilot forces applied in the same direction, using individual pilot forces not less than 0.75 times those obtained under § 25.395.

§ 25.405 Secondary control system.

Secondary controls, such as wheel brake, spoiler, and tab controls, must be designed for the maximum forces that a pilot is likely to apply to those controls. The following values may be used:

PILOT CONTROL FORCE LIMITS (SECONDARY CONTROLS)

Control	Limit pilot forces
Miscellaneous: *Crank, wheel, or lever ..	$((1 + R) / 3) \times 50$ lbs., but not less than 50 lbs. nor more than 150 lbs. (R=radius). (Applicable to any angle within 20° of plane of control).
Twist	133 in.-lbs.
Push-pull	To be chosen by applicant.

*Limited to flap, tab, stabilizer, spoiler, and landing gear operation controls.

§ 25.407 Trim tab effects.

The effects of trim tabs on the control surface design conditions must be accounted for only where the surface loads are limited by maximum pilot effort. In these cases, the tabs are considered to be deflected in the direction that would assist the pilot, and the deflections are—

(a) For elevator trim tabs, those required to trim the airplane at any point within the positive portion of the pertinent flight envelope in § 25.333(b), except as limited by the stops; and

(b) For aileron and rudder trim tabs, those required to trim the airplane in the critical unsymmetrical power and loading conditions, with appropriate allowance for rigging tolerances.

§ 25.409 Tabs.

(a) *Trim tabs.* Trim tabs must be designed to withstand loads arising from all likely combinations of tab setting, primary control position, and airplane speed (obtainable without exceeding the flight load conditions prescribed for the airplane as a whole), when the effect of the tab is opposed by pilot ef-

fort forces up to those specified in § 25.397(b).

(b) *Balancing tabs.* Balancing tabs must be designed for deflections consistent with the primary control surface loading conditions.

(c) *Servo tabs.* Servo tabs must be designed for deflections consistent with the primary control surface loading conditions obtainable within the pilot maneuvering effort, considering possible opposition from the trim tabs.

§ 25.415 Ground gust conditions.

(a) The control system must be designed as follows for control surface loads due to ground gusts and taxiing downwind:

(1) The control system between the stops nearest the surfaces and the cockpit controls must be designed for loads corresponding to the limit hinge moments H of paragraph (a)(2) of this section. These loads need not exceed—

(i) The loads corresponding to the maximum pilot loads in § 25.397(c) for each pilot alone; or

(ii) 0.75 times these maximum loads for each pilot when the pilot forces are applied in the same direction.

(2) The control system stops nearest the surfaces, the control system locks, and the parts of the systems (if any) between these stops and locks and the control surface horns, must be designed for limit hinge moments H , in foot pounds, obtained from the formula,

$H = .0034KV^2cS$, where—

$V = 65$ (wind speed in knots)

K = limit hinge moment factor for ground gusts derived in paragraph (b) of this section.

c = mean chord of the control surface aft of the hinge line (ft);

S = area of the control surface aft of the hinge line (sq ft);

(b) The limit hinge moment factor K for ground gusts must be derived as follows:

Surface	K	Position of controls
(a) Aileron	0.75	Control column locked or lashed in mid-position.
(b)do	$\begin{matrix} 1.1 \\ \pm 0.50 \end{matrix}$	Ailerons at full throw.
(c) Elevator	$\begin{matrix} 1.1 \\ \pm 0.75 \end{matrix}$	(c) Elevator full down.
(d)do	$\begin{matrix} 1.1 \\ \pm 0.75 \end{matrix}$	(d) Elevator full up.