$$\mu = \frac{V \cos a}{\Omega R}$$

where—

V=The airspeed along the flight path (f.p.s.);
a=The angle between the projection, in the plane of symmetry, of the axis of no feathering and a line perpendicular to the flight path (radians, positive when axis is pointing aft);
Ω=The angular velocity of rotor (radians per second); and
R=The rotor radius (ft.).

§ 29.341 Gust loads.

Each rotorcraft must be designed to withstand, at each critical airspeed including hovering, the loads resulting from vertical and horizontal gusts of 30 feet per second.

§ 29.351 Yawing conditions.

(a) Each rotorcraft must be designed for the loads resulting from the maneuvers specified in paragraphs (b) and (c) of this section, with—

(1) Unbalanced aerodynamic moments about the center of gravity which the aircraft reacts to in a rational or conservative manner considering the principal masses furnishing the reacting inertia forces; and

(2) Maximum main rotor speed.

(b) To produce the load required in paragraph (a) of this section, in unaccelerated flight with zero yaw, at forward speeds from zero up to 0.6 V_{NE}—

(1) Displace the cockpit directional control suddenly to the maximum deflection limited by the control stops or by the maximum pilot force specified in § 29.397(a);

(2) Attain a resulting sideslip angle or 90°, whichever is less; and

(3) Return the directional control suddenly to neutral.

(c) To produce the load required in paragraph (a) of the section, in unaccelerated flight with zero yaw, at forward speeds from 0.6 V_{NE} up to V_{NE} or V_H, whichever is less—

(1) Displace the cockpit directional control suddenly to the maximum deflection limited by the control stops or by the maximum pilot force specified in § 29.397(a);

(2) Attain a resulting sideslip angle or 15°, whichever is less, at the lesser speed of V_{NE} or V_H;

(3) Vary the sideslip angles of paragraphs (b)(2) and (c)(2) of this section directly with speed; and

(4) Return the directional control suddenly to neutral.

[Amdt. 29–26, 55 FR 8002, Mar. 6, 1990, as amended by Amdt. 29–41, 62 FR 46173, Aug. 29, 1997]

§ 29.361 Engine torque.

The limit engine torque may not be less than the following:

(a) For turbine engines, the highest of—

(1) The mean torque for maximum continuous power multiplied by 1.25;

(2) The torque required by § 29.923;

(3) The torque required by § 29.927; or

(4) The torque imposed by sudden engine stoppage due to malfunction or structural failure (such as compressor jamming).

(b) For reciprocating engines, the mean torque for maximum continuous power multiplied by—

(1) 1.33, for engines with five or more cylinders; and

(2) Two, three, and four, for engines with four, three, and two cylinders, respectively.

[Amdt. 29–26, 53 FR 34215, Sept. 2, 1988]

Control Surface and System Loads

§ 29.391 General.

Each auxiliary rotor, each fixed or movable stabilizing or control surface, and each system operating any flight control must meet the requirements of §§ 29.395 through 29.399, 29.411, and 29.427.

[Amdt. 29–26, 55 FR 8002, Mar. 6, 1990, as amended by Amdt. 29–41, 62 FR 46173, Aug. 29, 1997]

§ 29.395 Control system.

(a) The reaction to the loads prescribed in § 29.397 must be provided by—

(1) The control stops only;

(2) The control locks only;

(3) The irreversible mechanism only (with the mechanism locked and with the control surface in the critical positions for the effective parts of the system within its limit of motion);

(4) The attachment of the control system to the rotor blade pitch control