File – Regulations

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 3-6
Effective: June 4, 1951
Adopted: June 4, 1951

STALLING REQUIREMENTS - PART 3

In promulgating on April 30, 1951, Amendment 3-5 to Part 3 relating to stalling requirements, it was the Board's intention, in the interest of clarity, to revert to the original language of the regulation effective prior to January 15, 1951. The original regulation established alternative standards for the stall maneuver, depending upon whether or not the airplane possessed adequate stall warning characteristics. Through inadvertence, Amendment 3-5 of Section 3.120(e) was promulgated without reference to the standard required where adequate stall warning was present. Since adequate stall warning characteristics have been made mandatory by Amendment 3-4, effective January 15, 1951, the appropriate standard to be applied is the one previously required when there were present adequate stall warning characteristics, and, indeed, the need for the alternative standard no longer exists. We have been advised that aircraft manufacturers have generally complied with the alternate standard applicable when adequate stall warning was present and that for most current aircraft the other standard is impractical. For these reasons this amendment sets forth a single standard for the stall maneuver, which is intended to make it possible during recovery to prevent more than 15 degrees roll or yaw by the normal use of controls and to require the excess of pitch or loss of altitude over certain limits to be noted in the Airplane Flight Manual. This is substantively the same standard which prior to January 15, 1951, was effective for those airplanes which had adequate stall warning characteristics.

For the reasons stated above, notice and public procedure hereon are impracticable and contrary to the public interest, and since this regulation imposes no burden on anyone, the Board finds that good cause exists for making this regulation effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 3 (14 CFR, Part 3, as amended) effective June 4, 1951:

By amending paragraph (c) of § 3.120 to read as follows:

3.120 Stalling demonstration. * * *

(c) During the recovery portion of the maneuver, it shall be possible to prevent more than 15 degrees roll or yaw by the normal use of

controls, and any loss of altitude in excess of 100 feet or any pitch in excess of 30 degrees below level shall be entered in the Airplane Flight Manual.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009; 49 U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 3 last printed November 1, 1949.