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

Civil Air Regulations Amendment 04b-5
Effective: June 10, 1947
Adopted: June 10, 1947

AMENDMENT OF PART 04b - AIRPLANE AIRWORTHINESS, TRANSPORT CATEGORY, PERTAINING TO BRAKED ROLL, RETRACTING MECHANISM, MANEUVERING LOADS, AND EMERGENCY LANDING CONDITIONS

Some of the following changes have for their purpose the clarification, and others the relaxation, of certain presently effective provisions of Part 04b. They pertain to maneuvering loads, braked roll, emergency landing conditions, and retracting mechanism.

The changes are the result of experience gained since initial adoption of Part 04b which shows that these modifications will lessen the burden upon the manufacturers without affecting the overall level of safety required for this category of aircraft.

The adoption of these amendments with an immediate effective date is required in the public interest.

Effective June 10, 1947, Part 04b of the Civil Air Regulations is amended as follows:

1. By amending the first sentence of § 04b.21410, Maneuvering loads, to read as follows:

At all speeds from V_{mc} to V_D the following vertical tail loads shall be considered:

2. By amending § 04b.243, Taxi and ground handling cases, to read as follows:

04b.243 Taxing conditions. The landing gear and airplane structure shall be investigated for the following conditions in which the airplane shall be assumed at the design take-off weight unless otherwise specified. No wing lift shall be considered.

3. By amending the second sentence of 04b.2431 (a) to read as follows:

The limit vertical load factor shall be 1.2 for the airplane at design landing weight and 1.0 for the airplane at design take-off weight.

4. By amending the first sentence of 04b.2431 (b) to read as follows:

The limit vertical load factor shall be 1.2 for the airplane at design landing weight and 1.0 for the airplane at design take-off weight.

5. By amending 04b.260, General, by deleting the words "all combinations of" from the second paragraph.

6. By amending the third sentence of 04b.362, Retracting mechanism, to read as follows:

The landing gear, retracting mechanism, and airplane structure, including wheel well doors, shall be designed to withstand the flight loads occurring with the landing gear in the extended position at any speed up to 0.67 V_C, unless other means are provided to decelerate the airplane in flight at this speed.

7. By amending §§ 04b.620 (a), Airspeed limitation, by adding the following sentence at the end of the paragraph:

The explanation of the maneuvering speed shall include a statement to the effect that maneuvers involving an approach to a stall, or full application of rudder or aileron controls, should be confined to speeds below this value.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 04b (formerly 04-- See C.A.R. Amendment 04-2) last printed November 9, 1945.