by a rolling motion that is not immediately controllable, provided that the rolling motion complies with § 25.203(b) or (c) as appropriate.

18. Remove Paragraph 29.b.(3)(iii) (and Redesignate Paragraph 29.b.(3) (iv) and (v) as 29.b.(3) (iii) and (iv), Respectively

(iii) A roll that cannot be readily arrested with normal use of lateral/directional control.

19. Replace Paragraph 29.d.(3)(i) With the Following

(i) The airplane should be trimmed for hands-off flight at a speed 20 percent to 40 percent above the stall speed, with the appropriate power setting and configuration. Then, using only the primary longitudinal control, establish and maintain a deceleration (entry rate) consistent with that specified in §§ 25.201(c)(1) or 25.201(c)(2), as appropriate, until the airplane is stalled. Both power and pilot selectable trim should remain constant throughout the stall and recovery (angle of attack has decreased to the point of no stall warning).

20. Replace Paragraph 29.d.(3)(iii) With the Following

(iii) In addition, for turning flight stalls, apply the longitudinal control to achieve airspeed deceleration rates up to 3 knots per second. The intent of evaluating higher deceleration rates is to demonstrate safe characteristics at higher rates of increase of angle of attack than are obtained from the 1 knot per second stalls. The specified airspeed deceleration rate, and associated angle of attack rate, should be maintained up to the point at which the airplane stalls.

21. Replace Paragraph 29.d.(3)(iv) With the Following

(iv) For those airplanes where stall is defined by full nose-up longitudinal control for both forward and aft c.g., the time at full aft stick during characteristics testing should be not less than that used for all speed determination. For turning flight stalls, however, recovery may be initiated once the pitch control reaches the aft stop when accompanied by a rolling motion that is not immediately controllable (provided the rolling motion complies with § 25.203(c)).

22. Add the Following New Section to Paragraph 29.d.(3)

(vi) In level wing stalls the bank angle may exceed 20 degrees occasionally, provided that lateral control is effective during recovery.

Issued in Renton, Washington, on March 9, 1995.

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[FR Doc. 95–14172 Filed 6–8–95; 8:45 am]

BILLING CODE 4910–13–M