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MEMOIRES POUR SERVIR A LHISTOIRE DE LA CALOTTE (3-4)



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 42 pages. Original publisher: Washington, D. C.: U. S. Dept. of Transportation, Federal Aviation Administration, 2001. OCLC Number: (OCoLC)259283455 Subject: Propellers, Aerial -- United States -- Evaluation. Excerpt: . . . 9 17 01 AC 20-66A c. Not Applicable. Note 9 does not apply to the following airplanes: (1) Restricted category (including agricultural airplanes); (2) Utility category; (3) Acrobatic category; (4) Transport category; (5) Turbine engine; (6) Multi-engine; or (7) Pusher airplanes. 11. PROPELLER FATIGUE EVALUATION. For the propeller, the propeller fatigue evaluation establishes the fatigue life, mandatory replacement times (life limits), and, in some cases, mandatory inspections for components due to fatigue. For the airplane, the propeller fatigue evaluation establishes operating and airworthiness limitations that may be required for safe operation of the propeller. Although a uniform approach to fatigue evaluation is desirable, the complexity of the problem makes a uniform approach unfeasible. New design features, methods of fabrication, approaches to fatigue evaluation and configurations may require procedures other than those described in this AC. In addition, many different phenomena influence the fatigue life of the propeller. Therefore, assessing and assuring the fatigue life of the propeller should begin at the earliest stages of design and should end with the fatigue evaluation on the airplane. a. Design Goals. Since the rate of accumulation of load cycles for propeller blades, hubs, and other propeller components is very high, the design goal should be to show that loads are below the component or material endurance limit whenever possible. However, all materials do not have a well defined endurance limit, and the loads developed during maneuvers, ground operation, ground air ground...



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