

CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 04-14

Effective: July 1, 1942

Adopted: June 29, 1942

Part 04 of the Civil Air Regulations is hereby amended as follows:

1. Add a new section 04.7030 to read as follows:

"04.7030 Controllability at the stall. With power off and with 75% maximum-except-take-off power, with flaps and landing gear in any position; the airplane shall have sufficient directional and lateral control so that when the airplane is stalled, the downward pitching motion following the stall shall occur prior to any uncontrollable roll or yaw. Any such pitching motion shall not be excessive and recovery to normal flight shall be possible by normal use of the controls after the pitching motion is unmistakably developed, without excessive loss of altitude."

2. Strike section 04.706 and insert in lieu thereof the following:

"04.706 Spinning. (Not applicable to airplanes certificated in the transport category). At any permissible combination of weight and center of gravity position obtainable with all or part of the design useful load, there shall be no excessive reversal of control forces during any possible spinning up to 6 turns. It shall be possible promptly to recover at any point in the spinning described above by using the controls in a normal manner for that purpose and without exceeding either the limiting airspeed or the limit design normal acceleration for the airplane. It shall not be possible to obtain uncontrollable spins by means of any possible use of the controls: Provided, That compliance with the foregoing requirements with respect to spinning shall not be required for those airplanes -

(a) permanently placarded "intentional spinning prohibited";
or

(b) demonstrated to the satisfaction of the Administrator to be characteristically incapable of spinning."

3. Strike sections 04.7060 and 04.7061.

By the Civil Aeronautics Board:

/s/ Darwin Charles Brown

Darwin Charles Brown
Secretary

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