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CIVIL AERONAUTICS MANUAL 3

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Civil Aeronautics Administration

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Supplement No. 1

July 1, 1949

SUBJECT: CAR 3.353 Wing Flap Position Indicators

SPECIAL NOTICE

Commencing with the issuance of this supplement, a new procedure is being established for informing the public of CAA rules, policies, and interpretations. Pending such time as it will be possible for the CAA to issue a complete Civil Aeronautics Manual 3 including the appropriate Civil Air Regulation, there will be issued from time to time supplements such as this containing rules, policies, and interpretations in the form of pages to a manual. These pages should be retained by the recipient and combined with others that will be released periodically, thus permitting the compilation of all material on this particular regulation in one file. These supplements will be distributed by the CAA free of charge until such time as it is possible to release a complete Manual 3. Upon publication of the Manual which will include all supplements to date, it will be placed on sale at the Government Printing Office.

This procedure eliminates the use of Aviation Safety Release for the publication of CAA material explaining or implementing Civil Air Regulations and as time permits, all prior Aviation Safety Releases of this type will be replaced either by a complete manual or a supplement such as this.

Instructions in this supplement regarding the insertion of new pages and the deletion of out-of-date material should be carefully followed. All supplements to Civil Aeronautics Manual 3 following this one will have this format.

The numbering system for this material follows exactly that of like material published in the Federal Register. The Civil Air Regulation is quoted using the numbering system established by the Civil Aeronautics Board and the Federal Register. CAA material is identified by appending a dash to the regulation number and then numbering as outlined in the attached pages.

3.353-1 Wing Flap Position Indicators

The Office of Aviation Safety announces the attached new policies concerning the circumstances under which a wing flap position indicator is required.

July 1, 1949

Attached hereto is a new page headed "CAR 3.353 Wing Flap Controls," and dated July 1, 1949. This page should be retained as the first in a series of similar statements that will be issued explaining or implementing Civil Air Regulation 3.



E. S. Hensley  
Director, Office of  
Aviation Safety

Attachment

Distribution: AIR 5, 13, 14, 40 All Tabs,  
40-D, 40-E, 40-F-1

"CAR 3.353 Wing Flap Controls. The controls shall be such that when the flap has been placed in any position upon which compliance with the performance requirements is based the flap will not move from that position except upon further adjustment of the control or the automatic operation of a flap load limiting device. Means shall be provided to indicate the flap position to the pilot. If any flap position other than fully retracted or extended is used to show compliance with the performance requirements, such means shall indicate each such position. The rate of movement of the flaps in response to the operation of the pilot's control, or of an automatic device shall not be such as to result in unsatisfactory flight or performance characteristics under steady or changing conditions of air speed, engine power, and airplane attitude. (See 3.13101 and 3.13102.)"

3.353-1 WING FLAP POSITION INDICATORS. (CAA policies which apply to section 3.353).

(a) GENERAL. The following policies will govern the Civil Aeronautics Administration in determining circumstances under which a wing flap position indicator is required:

(1) FLAP INSTALLATIONS INCORPORATING ONLY THE FULLY EXTENDED AND FULLY RETRACTED POSITIONS.

An indicator is required except:

- (i) Where a direct operating mechanism provides a sense of feel and position such as when a mechanical linkage is employed, or,
- (ii) where the flap position is readily determined without seriously detracting from other piloting duties under all conditions of flight, either day or night.

(2) FLAP INSTALLATIONS INCORPORATING AN INTERMEDIATE FLAP POSITION.

An indicator is required except when the installation complies with item (1) (i), above.

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