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65-A 90-3

NOV 8 1961

Beech Aircraft Corporation
Wichita 1,
Kansas

65-A 90-2 (RU-21B)
65-A 90-3 (RU-21C)

Attention: Mr. Chester A. Rembleske
Chief, Administrative Engineer

Gentlemen:

This is in reply to your letter of September 21, 1961 (ref 909-153) concerning the use of dual main landing gear units on a CAR Part 3 airplane.

From discussions with your personnel, subsequent to the date of your letter, it is our understanding that you prefer that applicable design criteria not covered by CAR Part 3 be listed as special conditions rather than by reference to either CAR Part 4b or AWC-2.

We consider the following special conditions to be applicable:

1. Uniform 60-40 distribution between the dual wheels and tires of the loads established in accordance with CAR 3.241 through 3.249 with the 60% load applied to the critical wheel.
2. Sixty percent of the loads established in accordance with CAR 3.241 through CAR 3.247 shall be applied to either wheel on the gear to substantiate the strut to axle attachment for the deflated tire condition.
3. Sixty percent of the limit drag and side loads and 100% of the limit vertical load established in accordance with CAR 3.248 and 3.249 shall be applied to either wheel in a unit.
4. The airplane shall be assumed to pivot about one side of the main gear with the brakes on that side being locked. The limit vertical load factor shall be 1.0 and the coefficient of friction .8.

A rational investigation in accordance with CAR 4b.236(b) may be substituted for the 60-40 distribution specified in Item 1 above.

INITIALS	RTG. SYM.	DATE	INITIALS	RTG. SYM.	DATE
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	SE-212				

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Any comments you may have on our position will be welcome.

Sincerely,

ORIGINAL SIGNED BY
W. H. HARRIS

Walter J. O'Toole
Acting Chief, Engineering
and Manufacturing Branch

VVReinert:py - CE-212
11-8-61

cc: FS-126
CE-218(2)
Designee