

8110-1 / Swearingen SA-26/6

NOV 19 1965

SW-216

Mr. Stanley N. Grayson
Swearingen Aircraft
P. O. Box 6904
San Antonio, Texas 78209

Dear Mr. Grayson:

In regard to your letter of July 22, 1965, requesting a review of your proposal to utilize a 1.3 V_{SO} trim speed for landing distance tests, the following has transpired.

A memorandum was sent to Washington recommending the 1.3 V_{SO} trim speed for landing tests providing the trim requirements of CAR 3.112 in effect prior to Amendment 3-5 were met. Washington concurred with the landing speed and trim speed requirements and advised that a revision of the special conditions would preclude the need for a review case.

Enclosed is a copy of the revised page of the special conditions. The revisions are found in the landing requirement, item 33, and the trim requirement, item 35. The revised portion of the item is marked with a vertical bar in the margin.

Sincerely yours,

Original signed by
C. H. McMillen
H. H. Slaughter
Chief, Engineering and
Manufacturing Branch
Flight Standards Division

Enclosure

CEJester:ms:SW-216:x522:11/8/65

INITIALS	RTG. SYM.	DATE	INITIALS	RTG. SYM.	DATE
<i>[Signature]</i>	SW-216	11/10	<i>[Signature]</i>	SW-216	11/19
<i>[Signature]</i>	SW-210	NOV 19 1965	<i>[Signature]</i>	PROJ. MGR SW-214	11/19
	SW-210.6				

Item No.

33 LANDING

CAR Ref.
3.86 &
3.86(1)

- a. In addition to meeting the present requirements, the landing distances shall be obtained in accordance with procedures established by the applicant. Such procedures shall include all changes in the airplane configuration, i.e., power, speed, drag devices, etc., except that immediately prior to reaching the 50-ft. altitude point, a steady gliding approach shall have been maintained, with a calibrated airspeed of at least $1.3V_H$. Allowances shall be made for time delays in the execution of the procedures as may be reasonably expected to occur during service.
- b. Add the following to the present requirements: In addition to, or in lieu of, wheel brakes, the use of other braking means shall be acceptable in determining the landing distances, provided such braking means shall have been proven to be safe and reliable.
- c. If the characteristics of a device (e.g. the propellers) dependent upon operation of any of the engines noticeably increase the landing distances when the landing is made with an engine inoperative, the landing distance shall be determined with the critical engine inoperative.

4 LONGITUDINAL CONTROL AND LATERAL AND DIRECTIONAL CONTROL 3.109(a)
3.109(c)

In lieu of present requirements regarding maximum continuous power: "Maximum continuous power selected by the applicant as an operating limitation for use during climb." (See 3.744.) 3.110(a)(1)
3.110(b)(2)

35. TRIM REQUIREMENTS 3.112(a)(1)

In lieu of present requirement: "Lateral and directional trim in level flight at a speed of $0.9V_H$ or V_{MO} if lower."

In lieu of present requirement: "During a climb with maximum continuous power as selected by the applicant as an operating limitation at a speed between V_X and $1.4V_{sl}$." 3.112(a)(2) (i)

In lieu of present requirement: During a glide with power off at a speed not in excess of $1.4V_{sl}$. 3.112(a)(2)ii

- (a) With landing gear extended and wing flaps retracted.
- (b) With landing gear extended and wing flaps fully extended under the most forward center of gravity position approved with the maximum authorized weight.
- (c) With landing gear extended and wing flaps fully extended under the most forward center of gravity position approved regardless of weight.

In lieu of present requirement: "During level flight at any speed from $0.9V_H$ or V_{MO} if lower, to V_X or $1.4V_{sl}$ with landing gear and wing flaps retracted." 3.112(a)(2) (iii)

Special Conditions
SWEARINGEN MODEL SA 26T

Revised page
11/10/65

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