NOTICE: This standard has either been superseded and replaced by a new version or withdrawn.
Contact ASTM International (www.astm.org) for the latest information

Designation: F 2317/F 2317M – 05

Standard Specification for Design of Weight-Shift-Control Aircraft[1]

This standard is issued under the fixed designation F 2317/F 2317M; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This specification covers the minimum airworthiness standards a manufacturer shall meet in the designing, testing, and labeling of weight-shift-control aircraft.

1.2 This specification covers only weight-shift-control aircraft in which flight control systems do not use hinged surfaces controlled by the pilot.

NOTE 1—This section is intended to preclude hinged surfaces such as typically found on conventional airplanes such as rudders and elevators. Flexible sail surfaces typically found on weight-shift aircraft are not considered hinged surfaces for the purposes of this specification.

1.3 Weight-shift-control aircraft means a powered aircraft with a framed pivoting wing and a fuselage (trike carriage) controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

1.4 This specification is organized and numbered in accordance with the bylaws established for Committee F37. The main sections are:

Scope	1
Referenced Documents	2
Terminology	3
Flight Requirements	4
Structural Requirements	5
Design and Construction Requirements	6
Powerplant Requirements	7
Equipment Requirements	8
Operating Limitations	9
Keywords	10
Annex	Annex A1
Appendix	Appendix X1

1.5

1.6 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory requirements prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*[2]

F 2339 Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft

2.2 *Federal Aviation Regulations:*[3]

FAR-33 Airworthiness Standards: Aircraft Engines

FAR-35 Airworthiness Standards: Propellers

2.3 *Joint Aviation Requirements:*[4]

JAR-E Engines

JAR-P Propellers

JAR-22 Sailplanes and Powered Sailplanes

3. Terminology

3.1 *Definitions—Aircraft Weight:*

3.1.1 *design maximum aircraft weight, n*—aircraft design maximum weight W_{MAX} shall be the sum of $W_{WING} + W_{SUSP}$.

3.1.2 *design maximum trike carriage weight, n*—design maximum trike carriage weight, W_{susp}, shall be established so that it is: *(1)* highest trike carriage weight at which compliance with each applicable structural loading condition and each applicable flight requirement is shown, and *(2)* not less than the empty trike carriage weight, W_{tkmt}, plus a weight of occupant(s) of 86.0 kg (189.6 lb) for a single-seat aircraft or 150 kg (330.8 lb) for a two-seat aircraft, plus the lesser of full usable fuel or fuel weight equal to 1-h burn at economical cruise at maximum gross weight.

3.1.3 *trike carriage empty weight, W_{tkmt}, n*—all parts, components, and assemblies that comprise the trike carriage assembly or that are attached to the suspended trike in flight, including any wing attachment bolts, shall be included in the trike carriage assembly empty weight, W_{tkmt}. These must include the required minimum equipment, unusable fuel, maximum oil, and where appropriate, engine coolant and

[1] This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.40 on Weight Shift.

Current edition approved Nov. 1, 2005. Published November 2005.

[2] For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

[3] Available from Federal Aviation Administration, 800 Independence Ave., SW, Washington, DC 20591.

[4] Available from Global Engineering Documents, 15 Inverness Way, East Englewood, CO 80112-5704

Copyright © ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959, United States.

Documents
Document Sharing Hub

Full document details: ASTM F2317/F2317M-05

NOTICE: This standard has either been superseded and replaced by a new version or withdrawn.
Contact ASTM International (www.astm.org) for the latest information

hydraulic fluid. Trike carriage empty weight, W_{tkmt}, shall be recorded in the Aircraft Operating Instructions (AOI).

3.1.4 *wing weight, W_{wing}, n*—all parts, components, and assemblies that comprise the wing assembly, or that are attached to the wing in flight, shall be included in the wing weight, W_{wing}. The wing weight, W_{wing}, shall be entered in the AOI.

3.2 *Abbreviations:*

3.2.1 *AOI*—Aircraft Operating Instructions

3.2.2 *C*—Celsius

3.2.3 *CAS*—calibrated air speed

3.2.4 *cm*—centimetre

3.2.5 *daN*—deca Newton

3.2.6 *F*—Fahrenheit

3.2.7 *Hg*—mercury

3.2.8 *IAS*—indicated air speed

3.2.9 *in.*—inch

3.2.10 *ISA*—international standard atmosphere

3.2.11 *kg*—kilogram

3.2.12 *kt(s)*—nautical mile per hour (knot) (1 nautical mph = (1852/3600) m/s)

3.2.13 *lb*—pound (1 lb = 0.4539 kg)

3.2.14 *m*—metre

3.2.15 *mb*—millibars

3.2.16 *N*—Newton

3.2.17 *psi*—pounds per square inch gage pressure

3.2.18 *s*—seconds

3.2.19 *SI*—international system of units

3.2.20 V_A—maneuvering speed (the maximum speed at which full or abrupt control movements are permitted)

3.2.21 V_C—operating cruising speed

3.2.22 V_{DF}—demonstrated flight diving speed

3.2.23 V_H—maximum sustainable speed in straight and level flight

3.2.24 V_{NE}—never exceed speed

3.2.25 V_{S0}—stalling speed, or the minimum steady flight speed in the landing configuration

3.2.26 V_{S1}—stalling speed, or the minimum steady flight speed in a specific configuration

3.2.27 V_x—speed at which best angle of climb is achieved

3.2.28 V_y—speed at which best rate of climb is achieved

3.2.29 V_T—maximum glider towing speed

3.2.30 W_{MAX}—maximum design weight

3.2.31 *WSC*—weight shift control (aircraft)

4. Flight Requirements

4.1 *Proof of Compliance*:

4.1.1 It shall be possible to demonstrate that the aircraft meets the requirements in this section at each allowable combination of weight, hang point, and trimmer setting.

4.1.2 The test aircraft used to demonstrate compliance with this specification shall be an accurate representation of the production aircraft except in the following case:

4.1.2.1 For the purposes of this test only, the aircraft may be modified to expand the control travel or limits in pitch when establishing V_{DF} or V_{S1}.

4.1.3 Airspeeds shall be corrected to standard atmospheric conditions 1013.25 mb (29.92 in. Hg), 15°C (59°F).

4.1.4 Climb performance requirements shall be met at standard conditions or conditions more adverse.

4.2 *General Performance*:

4.2.1 *Stall Speed in the Landing Configuration (V_{S0})*:

4.2.1.1 The stall speed, if obtainable, or the minimum flight speed shall be established with: (*1*) engine idling with the throttle closed, (*2*) hang point that produces the highest stalling or minimum flight speed, (*3*) maximum takeoff weight, and (*4*) trim setting in the landing configuration.

4.2.1.2 V_{S0} shall be determined by flight-testing, in accordance with the following procedures: (*1*) aircraft power at idle, at a speed of not less than V_{S0} plus 2.6 m/s (5 kts), and (*2*) the speed reduced at a rate not exceeding 0.5 m/s (1 kt/s) until the stall is produced as indicated by an autonomous downward pitching motion of the wing or until the control limit is reached.

4.2.1.3 It shall be possible to prevent more than 30° of roll or yaw by normal use of the controls during the stall and the recovery, or, if stall is not achieved before the control limit is reached, during the slowing to V_{S0} and subsequent acceleration to V_{S0} plus 2.6 m/s (5 kts).

4.2.2 *Stall Speed Free of Control Limits (V_{S1})*:

4.2.2.1 Where control limits result in V_{S0} being reached before the aircraft stalling, then the stall speed free of control limits (V_{S1}) shall be determined. V_{S1} shall be established with: (*1*) the aircraft in the landing configuration defined in 4.2.1.1, and (*2*) the aircraft may be modified for the purposes of this test, only to expand the nose up pitch control range to the extent necessary for the aircraft to stall when flown in accordance with the procedures detailed in 4.2.1.2.

4.2.2.2 Where V_{S0} as determined in accordance with the procedures of 4.2.1.2 is the speed at which the aircraft stalls, then $V_{S1} = V_{S0}$.

4.2.3 *Minimum Climb Performance*:

4.2.3.1 The gradient of climb at recommended takeoff power at *Vx* shall not be less than 1:12.

4.2.3.2 The rate of climb shall exceed 1.5 m/s (300 ft/min) at *Vy* at recommended takeoff power.

4.2.4 *Flutter, Buffeting, and Vibration*—Flight-testing shall not reveal, by pilot observations, potentially damaging buffeting, airframe, or controls vibration, flutter (with attempts to induce it), or control divergence, at any speed from V_{S0} to V_{DF}.

4.2.5 *Turning Flight and Stalls*—Stalls shall be performed as follows: after establishing a steady state turn of at least 30° bank, the speed shall be reduced until the aircraft stalls, or until the full nose up limit of pitch control is reached. After the turning stall or reaching the limit of pitch control, level flight shall be regained without exceeding 60° of roll. This shall be performed with the engine at idle. No loss of altitude greater than 152 m (500 ft), uncontrolled turn of more than one revolution, or speed buildup to greater than V_{NE} shall be associated with the recovery.

4.2.6 V_H—Maximum sustainable speed in straight and level flight, knots CAS.

4.2.6.1 V_H shall be established in straight and level flight with: (*1*) maximum allowed continuous engine power, and (*2*) the combination of weight, loading, trimmer setting, and rate of

Document Sharing Hub

Full document details: ASTM F2317/F2317M-05

NOTICE: This standard has either been superseded and replaced by a new version or withdrawn.
Contact ASTM International (www.astm.org) for the latest information

the flight controls allowed by the manufacturer that yields the highest sustainable speed.

NOTE 2—In the case where maximum continuous engine power results in a climb at maximum speed, power may be reduced as needed to maintain level flight.

4.3 *Controllability and Maneuverability*:

4.3.1 *General*—When operating in accordance with the recommendations in the Aircraft Operating Instructions, the aircraft shall be safely controllable and maneuverable during:

4.3.1.1 Takeoff at maximum takeoff power,

4.3.1.2 Climb,

4.3.1.3 Level flight,

4.3.1.4 Descent,

4.3.1.5 Landing, power on and off,

4.3.1.6 With sudden engine failure,

4.3.1.7 Turns,

4.3.1.8 Changing speeds between V_{S0} and V_{NE}, and

4.3.1.9 Dive to V_{NE}.

4.3.2 *Longitudinal Control*:

4.3.2.1 Starting at a speed of 1.1 V_{S0}, it shall be possible to pitch the nose downwards so that a speed equal to 1.3 V_{S0} can be reached in less than 4 s.

4.3.2.2 It shall be possible to pitch the nose up at V_{NE} at the most adverse hang point, trimmer setting, and engine power.

4.3.3 *Lateral Control*:

4.3.3.1 Using an appropriate control action, it shall be possible to reverse a steady 30° banked turn to a 30° banked turn in the opposite direction. This shall be possible in both directions within 5 s from initiation of roll reversal, with the aircraft flown at 1.3 V_{S0}.

4.3.3.2 Lateral control forces shall not reverse with increased displacement of the flight controls.

4.3.4 *Trim Speeds*—The speeds to achieve longitudinal trim shall lie between 1.3 V_{S0} and 0.909 V_{NE} at all engine powers and the allowable hang points.

4.3.5 *Ground Handling*—It shall be possible to prevent ground looping, with normal use of controls, up the maximum crosswind component published in the AOI.

4.4 *Stability*:

4.4.1 *Longitudinal Stability*:

4.4.1.1 The aircraft shall demonstrate the ability to sustain steady flight at speeds appropriate for climb, cruise, and landing.

4.4.1.2 A pull force shall be required to attain and maintain any speed above trim and a push force shall be required to attain and maintain any speed below trim. As the control force is reduced, the aircraft shall return to within 20 % the original trim speed.

4.4.2 *Pitch Testing*—A test of the wing pitching moment about the hang point shall be conducted at $V_{S0} \times 0.866$ over the range of angles of attack from 15° above zero lift angle to 10° below zero lift angle of attack. The wing shall exhibit a trim angle above zero lift angle of attack, and a positive pitching moment at any angle below trim, or if trim is not achieved in the test range, the wing shall exhibit a positive pitching moment throughout the range of angles specified.

NOTE 3—This test may be conducted as a taxi test with the wing mounted to the trike carriage.

5. Structural Requirements

5.1 *Strength Requirements*:

5.1.1 Strength requirements are specified in terms of limit loads (the maximum loads to be expected in service) and ultimate loads (limit loads multiplied by prescribed factors of safety as specified in 5.3). Unless otherwise provided, prescribed loads are limit loads.

5.1.2 The structure shall be able to support limit loads without permanent deformation. At any load up to limit loads, the deformation may not interfere with safe operation.

5.1.2.1 The structure shall be able to support ultimate loads with a positive margin of safety (analysis) or without failure for at least 3 s (tests).

5.2 *Fulfillment of Design Requirements*:

5.2.1 Fulfillment of the design requirements shall be determined by conservative analysis, tests, or a combination of both. Structural analysis alone may be used for validation of the structural requirements only if the structure conforms to those for which experience has shown this method to be reliable. Aerodynamic data required for the establishment of the loading conditions shall be verified by tests, calculations, or conservative estimation.

5.2.1.1 For analysis and test purposes, unless otherwise provided, the air and ground loads shall be placed in equilibrium with inertia forces, considering each major item of mass in the aircraft. The loads shall be distributed so as to represent actual conditions or a conservative approximation to them.

5.2.2 If deflections under load would significantly change the distribution or amount of external or internal loads, this redistribution shall be taken into account.

5.2.3 The results obtained from strength tests should be corrected for departures from the minimal mechanical material properties and least favorable material dimensional tolerance values defined in the design.

5.3 *Safety Factors*—The factor of safety is 1.5, except it shall be increased to:

3	on castings and bearings whose failure would preclude continued safe flight and landing of the aircraft or result in serious injury to the occupants
2	on other castings and bearings
2	on cables
2	on lap belts and shoulder harnesses
1.73	on fittings and system joints whose strength is not proven by limit and ultimate tests in which actual stress conditions apply or are simulated.

5.4 *Design Airspeeds*:

5.4.1 The selected design air speeds are calibrated air speeds (CAS):

5.4.1.1 *Maneuvering Speed* V_A—V_A shall be greater than or equal to $V_{S1} \times 2$.

5.4.2 V_{NE} shall be no greater than $0.9 \times V_{DF}$.

5.4.3 V_{DF} shall be greater than or equal to the lesser of $1.11 \times V_A$ or $1.11 \times V_{DMAX}$.

5.5 *Flight Loads*:

5.5.1 Except in the case of dynamic testing, as detailed in the applicable sections of this specification, the limit load factors must have at least the following values:

+4.0
−2.0

Documents
Document Sharing Hub

Full document details: ASTM F2317/F2317M-05