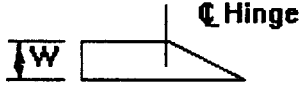
Table 2 - Average limit control surface loading

AVERAGE LIMIT CONTROL SURFACE LOADING			
SURFACE	DIRECTION OF LOADING	MAGNITUDE OF LOADING	CHORDWISE DISTRIBUTION
Horizontal Tail I	a) Up and Down	Figure A5 Curve (2)	See Figure A7
	b) Unsymmetrical Loading (Up and Down)	100% $\bar{w}$ on one side of airplane ℄ 65% $\bar{w}$ on other side of airplane ℄ for normal and utility categories. For acrobatic category see A23.11(c)	
Vertical Tail II	Right and Left	Figure A5 Curve (1)	Same as above
Aileron III	a) Up and Down	Figure A6 Curve (5)	(C) 
Wing Flap IV	a) Up	Figure A6 Curve (4)	(D) 
	b) Down	.25 x Up Load (a)	
Trim Tab V	a) Up and Down	Figure A6 Curve (3)	Same as (D) above

NOTE: The surface loading I, II, III, and V above are based on speeds V_A min and V_C min.

The loading of IV is based on V_F min.

If values of speed <u>greater than</u> these minimums are selected for design, the appropriate surface loadings must be multiplied by the ratio $\left(\frac{V\text{selected}}{V\text{ minimum}}\right)^2$.

For conditions I, II, III, and V the multiplying factor used must be the higher of $\left(\frac{V_A \text{ sel.}}{V_A \text{ min.}}\right)^2$ or $\left(\frac{V_C \text{ sel.}}{V_C \text{ min.}}\right)^2$