# PART 5

# CHAPTER 2 — OPERATING DATA

## Contents



## 1 Pressure Error Corrections

Note: The pressure head is positioned on the port wing tip and is affected by the port outboard drop tank or rocket launcher.

*(a) ASI Sea Level Pressure Error Corrections:*

| *Port Outer Pylon* | *IAS (knots)* | | | | |
|---|---|---|---|---|---|
| | 200 | 300 | 400 | 500 | 600 |
| Without drop tank or rocket launcher | +1 | +3 | +4 | +3 | 0 |
| With drop tank or rocket launcher | 0 | +4 | +6 | +9 | +12 |

*(b) Machmeter Pressure Error Corrections:*

| *Port Outer Pylon* | *Height* | *IMN* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 0·70 | 0·80 | 0·85 | 0·90 | 0·94 | 0·985 | 1·0 | 1·1 |
| Without drop tank or rocket launcher | All | Negligible | | | | | + 0·015 | + 0·03 | + 0·13 |
| With drop tank or rocket launcher | Sea level | + 0·02 | + 0·03 | + 0·03 | + 0·05 | | | | |
| | 40,000 feet | Negligible | | + 0·02 | + 0·04 | | | | |

*(c) Altimeter Pressure Error Corrections*

(i) The altimeter pressure error corrections at approach speeds, clean or with stores, are negligible.

(ii) The following are the PEC in feet at the higher speeds with no PECU operative:

*With a Port Outboard Drop Tank or Rocket Launcher*

| Mach No | Sea Level | 5000 ft | 10000 ft | 15000 ft | 20000 ft | 25000 ft | 30000 ft | 35000 ft | 40000 ft |
|---|---|---|---|---|---|---|---|---|---|
| 0·70 | +400 | +370 | +320 | +260 | +200 | +120 | +40 | −80 | −200 |
| 0·80 | +670 | +670 | +540 | +460 | +390 | +300 | +200 | +80 | −40 |
| 0·85 | +1000 | +920 | +820 | +720 | +620 | +520 | +400 | +270 | +140 |
| 0·87 | +1200 | +1120 | +1020 | +920 | +800 | +690 | +560 | +430 | +300 |
| 0·88 | +1320 | +1240 | +1160 | +1060 | +950 | +860 | +760 | +640 | +520 |

*Without a Port Outboard Drop Tank or Rocket Launcher*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 0·70 | +190 | +170 | +150 | +120 | +90 | +60 | +20 | −20 | −60 |
| 0·80 | +200 | +170 | +130 | +90 | +60 | +10 | −20 | −50 | −90 |
| 0·85 | +180 | +140 | +100 | +50 | 0 | −30 | −60 | −100 | −140 |
| 0·90 | +40 | +50 | +50 | −40 | −50 | −80 | −110 | −160 | −200 |

## 2 Fuel Consumption

The approximate fuel consumption in lb/min for various RPM and altitudes at ISA temperature are given below. They apply specifically to the 4 × 100 gallon configuration:

| *Height* | 7100 *RPM* | 7300 *RPM* | 7500 *RPM* | 7700 *RPM* | 7900 *RPM* | 8100 *RPM* |
|---|---|---|---|---|---|---|
| Sea level | 65 | 85 | 100 | 125 | 145 | 165 |
| 10,000 ft | 50 | 65 | 85 | 100 | 120 | 125 |
| 20,000 ft | 40 | 55 | 65 | 75 | 90 | 95 |
| 30,000 ft | — | 40 | 50 | 55 | 65 | 70 |
| 35,000 ft | — | — | 40 | 45 | 55 | 55 |

## 3 Take-Off Data

The following tables give approximate sea level take-off distances, in feet, for various configurations and conditions. Stop speeds (VSTOP) at 20,000 lb AUW for a 7500 feet runway with zero wind and zero slope are also given.

Note: The stop speed is the highest indicated airspeed from which the aircraft can be safely brought to rest in the remaining distance available. It is assumed that maximum braking is developed either 5 seconds after attaining that speed or at the maximum braking speed (see para 4(g)) if this occurs later.

(*a*) *Take-Off Distances, Clean Aircraft, AUW* 17,250 *lb*

CG (landing gear down) 1 inch AOD
Nosewheel unstick ... 130 knots
Aircraft unstick ... ... 145 knots

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | Ground run | 2200 | 2250 | 2950 | 3450 | 4000 |
| | Distance to 50 feet | 3800 | 4250 | 4750 | 5450 | 6150 |
| 30 knot headwind | Ground run | 1350 | 1550 | 1800 | 2100 | 2450 |
| | Distance to 50 feet | 2600 | 2950 | 3300 | 3800 | 4250 |

(*b*) *Take-Off Distances,* 2 × 100 *Gallon Drop Tanks, AUW* 19,250 *lb*

CG (landing gear down) 1·9 inches AOD
Nosewheel unstick ... 125 to 130 knots
Aircraft unstick ... ... 140 to 145 knots

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | Ground run | 2450 | 2800 | 3250 | 3800 | 4450 |
| | Distance to 50 feet | 3950 | 4400 | 4950 | 5650 | 6400 |
| 30 knot headwind | Ground run | 1550 | 1800 | 2050 | 2400 | 2800 |
| | Distance to 50 feet | 2750 | 3100 | 3450 | 3950 | 4450 |

(*c*) *Take-Off Distances,* 4 × 100 *Gallon Drop Tanks, AUW* 21,150 *lb*

CG (landing gear down) 8·2 inches AOD
Nosewheel unstick ... 115 to 120 knots
Aircraft unstick ... ... 130 to 135 knots

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | Ground run | 2550 | 2950 | 3400 | 3950 | 4650 |
| | Distance to 50 feet | 3950 | 4450 | 5000 | 5700 | 6450 |
| 30 knot headwind | Ground run | 1600 | 1900 | 2150 | 2550 | 2950 |
| | Distance to 50 feet | 2750 | 3100 | 3450 | 3950 | 4450 |

Note 1: For every 1000 feet increase in pressure altitude, increase the ground run by 10% and the distance to 50 feet by 9%.

Note 2: For every 5 knots increase in unstick speed, increase all distances by 8%.

(*d*) *Stop Speeds, 7500 feet Runway, Zero Wind, Zero Slope, AUW 20,000 lb*

| *Temperature* | *With Parachute* | | *Without Parachute* | |
|---|---|---|---|---|
| | *Dry* | *Wet* | *Dry* | *Wet* |
| 0°C | 149 | 143 | 118 | 112 |
| +15°C | 142 | 135 | 114 | 109 |
| +30°C | 134 | 128 | 109 | 104 |

## 4 Landing Data

The following tables give the ground run, in feet, for various configurations and conditions which can be achieved using the median recommended touchdown speed (threshold speed minus 7·5 knots) and maximum continuous braking. For planning purposes, a factor of 1·3 should be applied. Maximum braking speeds are also given.

(*a*) *Ground Run, Dry Runway, AUW 16,000 lb*

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | With parachute | 2310 | 2460 | 2610 | 2760 | 2910 |
| | Without parachute | 2985 | 3180 | 3375 | 3570 | 3750 |
| 30 knot headwind | With parachute | 1200 | 1290 | 1365 | 1455 | 1530 |
| | Without parachute | 1665 | 1770 | 1875 | 1980 | 2070 |

(*b*) *Ground Run, Dry Runway, AUW 17,000 lb*

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | With parachute | 2445 | 2610 | 2760 | 2925 | 3060 |
| | Without parachute | 3180 | 3390 | 3585 | 3795 | 3990 |
| 30 knot headwind | With parachute | 1320 | 1425 | 1515 | 1620 | 1695 |
| | Without parachute | 1695 | 1815 | 1935 | 2055 | 2160 |

(*c*) *Ground Run, Dry Runway, AUW 18,500 lb*

| | | −15°C | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|---|
| Zero wind | With parachute | 2685 | 2895 | 3090 | 3300 | 3495 |
| 30 knot headwind | With parachute | 1440 | 1545 | 1635 | 1740 | 1830 |

(*d*) *Ground Run, Wet Runway, AUW* 16,000 *lb*

| | | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|
| Zero wind | With parachute | 3585 | 3810 | 4050 | 4275 |
| | Without parachute | 5175 | 5490 | 5805 | 6120 |
| 30 knot headwind | With parachute | 1935 | 2070 | 2205 | 2340 |
| | Without parachute | 2835 | 3000 | 3180 | 3345 |

(*e*) *Ground Run, Wet Runway, AUW* 17,000 *lb*

| | | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|
| Zero wind | With parachute | 3795 | 4035 | 4275 | 4515 |
| | Without parachute | 5430 | 5775 | 6105 | 6435 |
| 30 knot headwind | With parachute | 2040 | 2190 | 2340 | 2475 |
| | Without parachute | 2940 | 3135 | 3315 | 3495 |

(*f*) *Ground Run, Wet Runway, AUW* 18,500 *lb*

| | | 0°C | +15°C | +30°C | +45°C |
|---|---|---|---|---|---|
| Zero wind | With parachute | 4140 | 4410 | 4680 | 4920 |
| 30 knot headwind | With parachute | 2250 | 2400 | 2550 | 2685 |

(*g*) *Maximum Braking Speeds*

The following table gives the maximum braking speeds at 18,000 lb and 20,000 lb AUW with zero wind, zero slope and without the brake parachute. If the brake parachute is used, the maximum braking speed exceeds the unstick and touchdown speeds.

Note: The maximum braking speed is the maximum indicated airspeed at which continuous braking can be applied and the aircraft brought safely to rest without the risk of brake fade; it is possible that the brakes may be damaged.

| Temperature | AUW 18,000 lb Dry | Wet | AUW 20,000 lb Dry | Wet |
|---|---|---|---|---|
| 0°C | 134 | Exceeds unstick and touchdown speeds | 120 | 148 |
| +15°C | 129 | | 116 | 140 |
| +30°C | 123 | | 112 | 132 |

## 5 Climb

The climb tables give time to various altitudes and also fuel used and distance covered on the climb in ISA conditions. The fuel used and the time to altitude are from wheels rolling.

## 6 Cruise

(*a*) The cruise tables have been calculated assuming the use of Avtur at 0·8 specific gravity (8·0 lb/gall). If Avtag (7·7 lb/gall) is used the maximum weight of fuel carried is reduced by 3·75%; the maximum range is also reduced by this percentage.

(*b*) The specific air range values have been reduced by 5% to allow for variations between aircraft.

(*c*) The range at any altitude is independent of temperature but is governed by AUW and mach number. The RPM required to maintain optimum mach number vary with temperature but the specific air range is not affected unless the RPM fall below about 7550 when the guide vanes depart from the minimum swirl position.

(*d*) Each separate altitude block in the cruise tables shows:

(i) The speed for maximum range, the specific air range (ANM/100 lb) and the fuel consumption (lb/min) for the particular altitude. In addition a '95%-range speed' is given; this provides a speed band within which at least 95% of the maximum range should be achieved.

(ii) The range obtainable for various amounts of fuel when flying at the best range speed for the altitude. The range is given to the point at which a **Rapid Descent** must be initiated, sufficient fuel being retained for the descent plus the standard landing allowance of 620 lb.

(iii) The range obtainable for various amounts of fuel, including the distance covered on the climb, if a climb is made to another altitude. The climb must be made at the speed appropriate to the configuration.

(*e*) *Pre-Flight Planning*

Enter the cruise data table in the sea level block at the fuel state applying after take-off. Select the altitude at which maximum range is available at that fuel state. The distance shown includes distance covered on the climb but not on the descent. Absolute maximum range is obtained by adding on the descent distance for the appropriate altitude.

(*f*) *In-Flight Planning*

At any stage of flight the available range may be ascertained by applying the fuel state to the level flight range in the particular altitude block. If an increase in range is required or if a climb has to be made the new available range may be obtained by entering the existing altitude block at the particular fuel state and moving vertically down within the column until the new altitude is reached. Figures in heavy type indicate the best altitude for maximum increase in range; above these altitudes no further increase in range is possible. If a descent is required the new range is obtained by moving direct from the existing altitude level flight range for the particular fuel state to the new altitude level flight range.

## 7 Descent

The descent table gives the time taken to descend from various altitudes to sea level; it also gives the fuel consumed and the distance covered during the descent.

## 8 Endurance

The endurance in minutes at various altitudes when flying at the endurance speed is given in the Flight Reference Cards. The times have been reduced by 5% as a safety measure and are to the point at which a **Rapid Descent** must be initiated, sufficient fuel being retained for the descent plus the standard landing allowance of 620 lb. The *maximum* endurance in minutes may be calculated from the fuel consumption figure at the endurance speed at the appropriate altitude.

### CLIMB DATA — CLEAN ISA

Fuel contents ... ... 3312 lb (Avtur 8·0 lb/gall)

Start-up and taxy allowance 100 lb

Take-off to climb speed allowance ... ... 180 lb

Climb speed ... ... 430 knots/0·85M

| *From* | *To* | *Fuel lb* | *Time mins* | *Distance NM* |
|---|---|---|---|---|
| | 10,000 feet | 350 | 3 | 11 |
| | 20,000 feet | 520 | $4\frac{1}{2}$ | 29 |
| Sea level | 30,000 feet | 700 | $6\frac{3}{4}$ | 46 |
| | 40,000 feet | 900 | 10 | 72 |
| | 45,000 feet | 1050 | 14 | 99 |

Note: Fuel used and the time to height are from wheels rolling.

## CRUISE DATA — CLEAN — ISA

| | | | | | | |
|---|---|---|---|---|---|---|
| **Sea level** | *Fuel — lb* | 3032* | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | 220 | 180 | 135 | 85 | 35 |
| ANM/100 lb — 9·6 | 10,000 ft | 290 | 235 | 170 | 100 | **35** |
| lb/min — 57 | 20,000 ft | 345 | 275 | 190 | **110** | — |
| Best range speed — 330 knots | 30,000 ft | 385 | 305 | 200 | 100 | — |
| 95% range speed — 430 knots | 40,000 ft | 430 | **330** | **205** | 80 | — |
| | 45,000 ft | **430** | 325 | 195 | — | — |
| **10,000 ft** | *Fuel — lb* | | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 245 | 180 | 115 | **45** |
| ANM/100 lb — 13·4 | 20,000 ft | | 295 | 210 | **125** | 40 |
| lb/min — 47·8 | 30,000 ft | | 330 | 225 | 120 | — |
| Best range speed — 310 knots | 40,000 ft | | 360 | **235** | 110 | — |
| 95% range speed — 370 knots | 45,000 ft | | **365** | 230 | 95 | — |
| **20,000 ft** | *Fuel — lb* | | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 305 | 220 | 135 | **50** |
| ANM/100 lb — 16·8 | 30,000 ft | | 345 | 245 | **140** | 35 |
| lb/min — 37·8 | 40,000 ft | | 385 | 260 | 135 | — |
| Best range speed — 290 knots | 45,000 ft | | **390** | **260** | 125 | — |
| 95% range speed — 0·75M | | | | | | |
| **30,000 ft** | *Fuel — lb* | | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 370 | 265 | 160 | **60** |
| ANM/100 lb — 20·7 | 40,000 ft | | 415 | **290** | **165** | 40 |
| lb/min — 34·5 | 45,000 ft | | **420** | 285 | 155 | — |
| Best range speed —0·70M | | | | | | |
| 95% range speed — 0·82M | | | | | | |
| **40,000 ft** | *Fuel — lb* | | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 440 | **315** | **190** | **65** |
| ANM/100 lb — 25·1 | 45,000 ft | | **445** | 310 | 180 | 50 |
| lb/min — 30·8 | | | | | | |
| Best range speed — 0·81M | | | | | | |
| 95% range speed — 0·87M | | | | | | |
| **45,000 ft** | *Fuel — lb* | | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | **455** | **325** | **195** | **60** |
| ANM/100 lb — 26·4 | | | | | | |
| lb/min — 29·6 | | | | | | |
| Best range speed — 0·82M | | | | | | |
| 95% range speed — 0·87M | | | | | | |

* Fuel remaining after engine start, taxy and take-off.
Note: Range figures are to start of descent.

## CLIMB DATA — 2 × 100 GALL DROP TANKS ISA

Fuel contents ... ... 4912 lb (Avtur 8·0 lb/gall)

Start-up and taxy allowance 100 lb

Take-off to climb speed allowance ... ... 200 lb

Climb speed ... ... 430 knots/0·85M

| *From* | *To* | *Fuel lb* | *Time mins* | *Distance NM* |
|---|---|---|---|---|
| Sea level | 10,000 feet | 400 | 3¼ | 14 |
| | 20,000 feet | 600 | 5½ | 32 |
| | 30,000 feet | 800 | 8 | 51 |
| | 40,000 feet | 1000 | 12½ | 80 |

◀ Note: Fuel used and the time to height are from wheels rolling. ▶

## CRUISE DATA — 2 × 100 GALL DROP TANKS ISA

**Sea level**

ANM/100 lb — 9·4
lb/min — 52
Best range speed — 310 knots
95% range speed — 380 knots

| *Fuel — lb* | 4612* | 3312 | 2500 | 2000 | 1500 | 1000 |
|---|---|---|---|---|---|---|
| *Range — NM* | 370 | 245 | 175 | 130 | 85 | **35** |
| 10,000 ft | 450 | 295 | 210 | 150 | 90 | 30 |
| 20,000 ft | 570 | 370 | 260 | 180 | **100** | — |
| 30,000 ft | 665 | 420 | 285 | 185 | 85 | — |
| 40,000 ft | **780** | **480** | **310** | **190** | — | — |

**10,000 ft**

ANM/100 lb — 12·2
lb/min — 46·8
Best range speed — 300 knots
95% range speed — 380 knots

| *Fuel — lb* | | 3312 | 2500 | 2000 | 1500 | 1000 |
|---|---|---|---|---|---|---|
| *Range — NM* | | 305 | 225 | 165 | 105 | 40 |
| 20,000 ft | | 390 | 280 | 200 | **120** | **40** |
| 30,000 ft | | 440 | 310 | 215 | 115 | — |
| 40,000 ft | | **515** | **350** | **225** | 105 | — |

**20,000 ft**

ANM/100 lb — 16·1
lb/min — 37·6
Best range speed — 275 knots
95% range speed — 0·70M

| *Fuel — lb* | | 3312 | 2500 | 2000 | 1500 | 1000 |
|---|---|---|---|---|---|---|
| *Range — NM* | | 400 | 290 | 210 | 130 | **50** |
| 30,000 ft | | 465 | 330 | 230 | 130 | 35 |
| 40,000 ft | | **550** | **375** | **250** | **130** | — |

**30,000 ft**

ANM/100 lb — 19·7
lb/min — 35
Best range speed — 0·70M
95% range speed — 0·80M

| *Fuel — lb* | | 3312 | 2500 | 2000 | 1500 | 1000 |
|---|---|---|---|---|---|---|
| *Range — NM* | | 490 | 355 | 255 | 160 | **60** |
| 40,000 ft | | **580** | **410** | **290** | **165** | 45 |

**40,000 ft**

ANM/100 lb — 24·3
lb/min — 31
Best range speed — 0·79M
95% range speed — 0·85M

| *Fuel — lb* | | 3312 | 2500 | 2000 | 1500 | 1000 |
|---|---|---|---|---|---|---|
| *Range — NM* | | **600** | **430** | **310** | **185** | **65** |

* Fuel remaining after engine start, taxy and take-off.
Note: Range figures are to start of descent.

## CLIMB DATA — 4 × 100 GALL DROP TANKS

ISA

Fuel contents ... ... 6512 lb (Avtur 8·0 lb/gall)

Start-up and taxy allowance ... ... ... 100 lb

Take-off to climb speed allowance ... ... 230 lb

Climb speed ... ... 370 knots/0·82M

| *From* | *To* | *Fuel lb* | *Time mins* | *Distance NM* |
|---|---|---|---|---|
| Sea level | 10,000 feet | 470 | 4 | 18 |
| | 20,000 feet | 700 | 6½ | 37 |
| | 30,000 feet | 930 | 9¾ | 59 |
| | 35,000 feet | 1050 | 12 | 74 |

◀ Note: Fuel used and the time to height are from wheels rolling. ▶

## CRUISE DATA — 4 × 100 GALL DROP TANKS ISA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Sea level** | *Fuel — lb* | 6182* | 4912 | 3312 | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | 470 | 355 | 225 | 165 | 120 | 75 | **35** |
| ANM/100 lb — 8·65 | 10,000 ft | 665 | 460 | 280 | 202 | 145 | 85 | 30 |
| lb/min — 58·4 | 20,000 ft | 790 | 545 | 325 | 225 | 155 | **85** | — |
| Best range speed — 295 knots | 30,000 ft | 935 | 630 | 360 | 245 | 160 | 75 | — |
| 95% range speed — 365 knots | 35,000 ft | **1010** | [illegible] | **385** | **255** | **160** | — | — |

(AL 7)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **10,000 ft** | *Fuel — lb* | | 4912 | 3312 | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 470 | 290 | 215 | 155 | 100 | **40** |
| ANM/100 lb — 11·6 | 20,000 ft | | 555 | 340 | 240 | 170 | **100** | 30 |
| lb/min — 45 | 30,000 ft | | 650 | 385 | 265 | 180 | 95 | — |
| Best range speed — 280 knots | 35,000 ft | | **705** | **410** | **280** | **185** | 90 | — |
| 95% range speed — 325 knots | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **20,000 ft** | *Fuel — lb* | | 4912 | 3312 | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 570 | 355 | 255 | 185 | 115 | **45** |
| ANM/100 lb — 14·1 | 30,000 ft | | 670 | 405 | 290 | 205 | 115 | 30 |
| lb/min — 40·7 | 35,000 ft | | **730** | **440** | **310** | **215** | **120** | — |
| Best range speed — 260 knots | | | | | | | | |
| 95% range speed — 320 knots | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **30,000 ft** | *Fuel — lb* | | 4912 | 3312 | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | 685 | 425 | 305 | 220 | 135 | **50** |
| ANM/100 lb — 17·2 | 35,000 ft | | **745** | **455** | **325** | **230** | **135** | 40 |
| lb/min — 38·7 | | | | | | | | |
| Best range speed — 260 knots | | | | | | | | |
| 95% range speed — 0·80M | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **35,000 ft** | *Fuel — lb* | | 4912 | 3312 | 2500 | 2000 | 1500 | 1000 |
| | *Range — NM* | | **755** | **465** | **335** | **240** | **145** | **50** |
| ANM/100 lb — 18·9 | | | | | | | | |
| lb/min — 36·5 | | | | | | | | |
| Best range speed — 0·72M | | | | | | | | |
| 95% range speed — 0·83M | | | | | | | | |

* Fuel remaining after engine start, taxy and take-off.

Note: Range figures are to start of descent.

## DESCENT DATA — INSTRUMENT

Speed ... ... ... 0·90M/300 knots

Airbrake ... ... ... Out

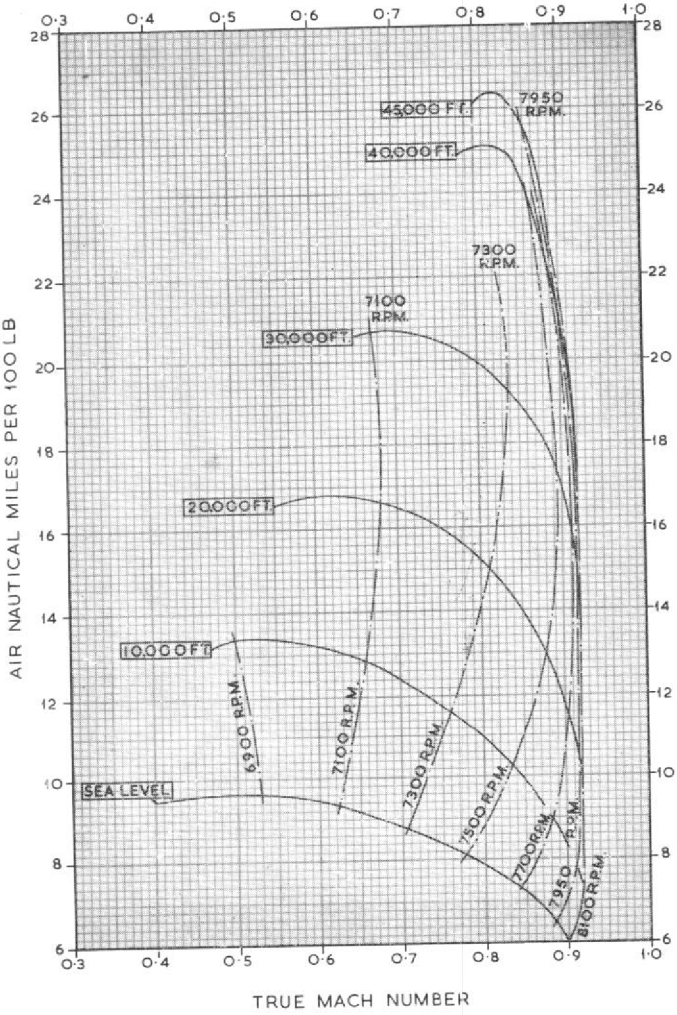
Flaps ... ... ... 23°

Throttle ... ... ... 6500 RPM

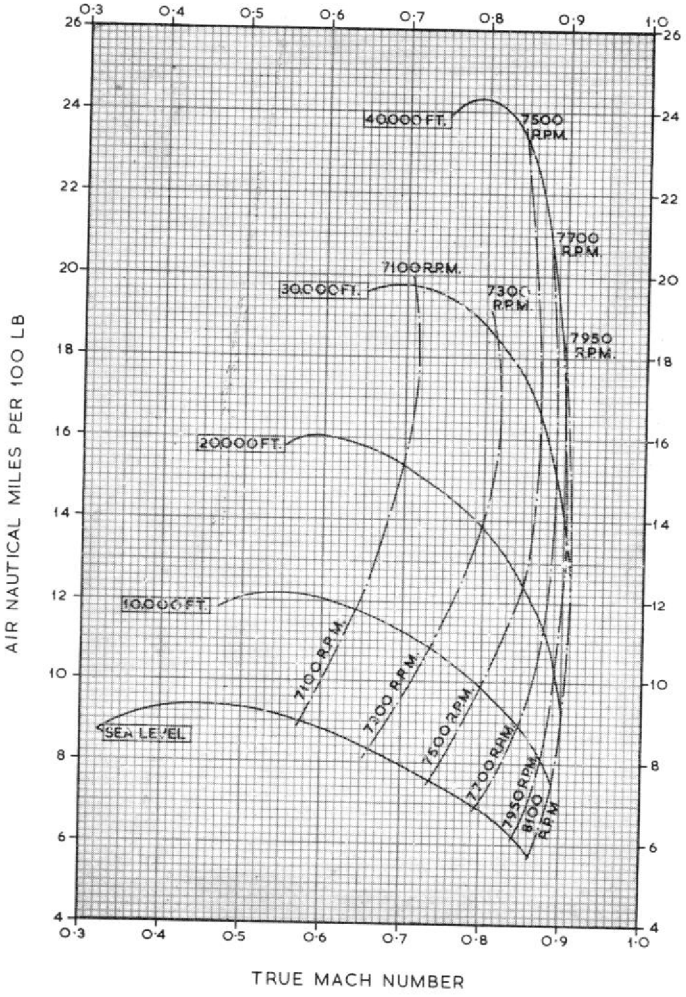
| *From* | *To* | *Fuel lb* | *Time mins* | *Distance NM* |
|---|---|---|---|---|
| 45,000 feet | Sea level | 150 | $7\frac{1}{4}$ | 35 |
| 30,000 feet | | 100 | $5\frac{1}{4}$ | 23 |
| 20,000 feet | | 70 | $4\frac{1}{4}$ | 16 |
| 10,000 feet | | 40 | $2\frac{3}{4}$ | 8 |

Note: If outboard drop tanks or rocket launchers are carried, observe the appropriate Mach number limitation.

## CLEAN AIRCRAFT



## WITH 2×100 GALLON DROP TANKS





A.C.

## WITH 4x100 GALLON DROP TANKS