

## APPENDIX I

### Loading for Production or Repaired Aircraft Tests

Full Fuel, Guns and Accessories fitted, all Wireless and Radar fitted (*or ballast in lieu where provided*), but no ammunition ballast.

Take-off weight (*AVTUR fuel*) and C. of G. location is as follows:—

*To be issued later.*

#### Note . . .

*These figures require revision with the incorporation of modifications after production.*

### Climb and Level Performance

Figs. 1 and 2 show respective combat climbs from wheels rolling and level speeds at 10,000 feet. The shaded areas show the tolerances allowable.

#### Note . . .

*Atmospheric conditions have a marked effect on times to height in combat climbs. As an example, if the prevailing temperatures are 10 deg. above I.C.A.N. a loss of thrust in the order of 7 per cent may occur resulting in a 20 per cent increase in time to height. So in the event of a combat climb varying widely from production figures obtaining at that time of year, it is advisable to check initially that temperatures on the occasion of the climb were not abnormal.*

### Stalls

Fig. 3 shows Stalling Speeds against Fuel Contents.

### Cabin Pressure

Fig. 4 shows Cabin Altitude against Normal Altitude.

### Machmeter

Fig. 5 shows correction to Indicated Mach. No.

### Flight Instrument Tolerances

Figs. 6 and 7 show the Manufacturers' tolerances on the Airspeed Indicator, Machmeter, Altimeter, Engine Speed Indicator, Oil Pressure Gauge and Jet Pipe Temperature Gauge.

### T.T.C. effect on R.P.M.

Fig. 8 is a reproduction of Rolls Royce drawing number M3134 for Avon 207 Engine.



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