

PART II

LIMITATIONS

54. Engine limitations—Avon Mk. 113

Power rating	Time limit	R.p.m.	J.p.t.°C.
Take-off and Operational Necessity	10 mins. (Combined)	7,900 ± 50	705
Intermediate	30 mins.	7,800	680
Max. Continuous	Unrestricted	7,550	630
Min. Approach	Unrestricted	4,500	—
Ground Idling	Unrestricted	2,750 ± 100	550

Minimum oil pressure at 7,550 r.p.m.—15 lb./sq. in.

55. Flying limitations

(a) Intentional spinning is prohibited

(b) *Maximum speeds*

Clean aircraft

620 knots. No mach limit,
but see paras. 73 and 74

Flying in manual control. When flying in manual control the following speeds must not be exceeded:—

Below 15,000 ft.	0.75M
Above 15,000 ft.	400 knots

If inadvertent reversion to manual occurs at speeds above these, speed must be reduced immediately.

PART II—LIMITATIONS

- Operation of under-carriage 230 knots
Operation of flaps over full travel 250 knots (but see para. 68 (d))
Operation of flaps to or from 40° 300 knots or 0.9M (but see para. 68(d)).

NOTE.—The speeds for the operation of a service also apply for flight with the service in the extended position.

(c) *G limitations*

- (i) The following accelerometer readings must not be exceeded:—

At any height	+7G
Between 10,000 ft. and 30,000 ft.	Below 0.90M. The reading at which buffeting commences. Above 0.90M. +4G

- (ii) An accelerometer reading of $-3\frac{1}{2}$ G must not be exceeded at any height.

(d) *Loading data—all-up weights*

Max. for take-off and all forms of flying ...	16,300 lb.
Max. for landing	15,400 lb.

(e) *Special limitations*

- (i) *Misting.* Ample time must be allowed for demisting after a rapid descent from a long cruise at high altitude; so far 5 minutes has been sufficient, but experience on aircraft without manual control of flood flow indicates that up to 15 minutes might be necessary.
- (ii) *Engine anti-icing.* Pending trials, the engine anti-icing system must not be used and severe icing conditions should be avoided.
- (iii) *Undercarriage operation at high altitude.* Pending further trials, the undercarriage should not be lowered (e.g., for stalling practice) above about 25,000 ft.



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R-Type Mk2
pressure breathing
mask

R-Type mask
used on Dominie
by RAF until 2011
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