

PART II

LIMITATIONS

60. Engine limitations—Avon Mk. 122

Power rating	Time limit	R.p.m.	J.p.t. (° C.)
Take-off and Operational Necessity	10 mins. (combined)	8,100 ± 50	690
Intermediate	30 mins.	7,950	655
Maximum Continuous	Unrestricted	7,700	625
Ground Idling	Unrestricted	3,000 ± 100	525

Minimum oil pressures

At Maximum Continuous (7,700 r.p.m.)—15 lb./sq. in.

61. Flying limitations

(a) (i) Intentional spinning is permitted subject to the following limitations:—

1. Spinning by pilots under instruction must be under the supervision of a qualified flying instructor, or an experienced pilot, who is in recent spinning practice and familiar with the spin and spin-recovery characteristics of the aircraft.
2. External stores are not to be carried.
3. Undercarriage and flaps must be up and the airbrake must be in.
4. The minimum spin entry height is 40,000 ft.
5. Recovery action is to be initiated before four complete turns have been exceeded.
6. Mod. 782 (aileron neutral position indicator) must be embodied.

(ii) Stalling practice is not to be carried out below 25,000 ft. and, except when intentional spinning practice is being carried out, is not to be continued beyond the buffet stage. The undercarriage is not to be lowered for stalling practice above 25,000 ft.

(iii) R.P.'s may be carried and fired, with or without drop tanks fitted on the inboard pylons. The maximum diving angle during R.P. firing must not exceed 60°.

(iv) When carrying external stores, other than *empty inboard* drop tanks, practice selections of Manual must not be made since the presence of such stores increases the difficulties of reselecting Power.

*Pre Mods
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(b) Maximum speeds

In power

Clean 620 knots. No mach limit, but see para. 87.

With drop tanks:—

On Outboard pylons 0.88 M or the onset of buffet.

On Inboard pylons 620 knots. No mach limit, but see paras. 79 and 87.

With R.P.'s, carriage and release 590 knots. No mach limit, but see para. 79.

In Manual

Clean or with stores 0.75 M below 15,000 ft.
0.85 M above 15,000 ft.

Drop tank jettison

Drop tanks with fins 200–450 knots.

Operation of:—

Undercarriage 230 knots.

Flaps over full travel 250 knots (see para. 78).

Flaps to or from 38° 300 knots or 0.9 M (see para. 78)

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

(c) G limitations

The following accelerometer readings must not be exceeded at any height:—

Positive	+7G
Negative	—3½G

(d) Maximum all-up weights

Take-off	21,300 lb.
Landing	16,200 lb.

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(e) Gun firing

(i) The gun may be fired on the ground.

(ii) In the air, in the absence of buffet, gun firing is permitted at any height and at any speed above 180 knots, irrespective of the length of burst. In buffet conditions engine throttle opening time must not be less than 2 seconds.

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(f) Aircraft approach limitations (AAL)

The AAL's subject to the standard conditions of pilot proficiency, airfield approach lighting, minimum visibility and accurate height information are:—

GCA Precision Radar	..	..	..	200 ft.
Search Radar	..	..	..	300 ft.
BARBRO	..	..	..	300 ft.

(g) Canopy

The canopy must not be opened on the ground if the wind speed is above 40 knots. The aircraft must not be taxied or towed with the canopy open.

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(h) Aerobatics are permitted with fuel in the drop tanks if:—

(i) Inboard pylons are to Mod. 463 standard.
(ii) Rolling manoeuvres with outboard tanks do not exceed 360°.

(j) The braking parachute is not to be streamed until touch-down, nor in crosswind components exceeding 18 knots on a dry runway or 10 knots on a flooded runway.

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