

PART V

OPERATING DATA

67. C.G. and loading data

(a) C.G. limits (wheels up)

(i) *Forward limit* 2" aft of datum

(ii) *Aft limits*

Clean aircraft 7.5" aft of datum

With drop tanks

Below 15,000' 7.5" aft of datum

Above 15,000' 5.904" aft of datum

When flying above 15,000 ft. *with drop tanks*, ammunition or ballast in lieu must be carried. The guns must not be fired. Below 15,000 ft. ammunition or ballast need not be carried and the guns may be fired.

(b) *Effect of external stores, use of fuel etc.*

- (i) Consumption of fuel whether from the drop or internal tanks causes the C.G. to move forward.
- (ii) Firing of R.P's, dropping of bombs etc. causes the C.G. to move aft.
- (iii) Jettisoning of drop tanks causes a slight forward movement of C.G.
- (iv) The expenditure of ammunition causes a considerable aft movement of C.G. (about $\frac{1}{3}$ total permissible range).

PART V—OPERATING DATA

(c) Typical service loads

NOTE.—When calculating C.G. positions, reference should always be made to A.P.4099E & G Vol. 1, Sect. 4, Ch. 1.

| Condition | Approx. Wt. (lb.) |
|--------------------------------------|-------------------|
| (a) Clean, full fuel and ammunition | 10,400 |
| (b) Clean, full fuel, no ammunition | 10,000 |
| (c) Clean, + drop tanks | 12,100 |
| (d) Clean, + R.P. | 11,200 |
| (e) Clean, + drop tanks and R.P.'s | 12,900 |
| (f) Clean, + 2 × 500 lb. bombs | 11,500 |
| (g) Clean, + R.P. and 500 lb. bombs* | 12,300 |
| (h) Clean, + 1,000 lb. bombs* | 12,700 |

*To avoid exceeding the forward limit, these stores must be dropped while more than 90 gallons of fuel remain.

68. Pressure error corrections

| | | | | | |
|------|-----|-----|-----|-----|-------|
| FROM | 140 | 200 | 270 | 350 | knots |
| TO | 200 | 270 | 350 | 455 | knots |
| ADD | 2 | 4 | 6 | 8 | knots |

69. Flying at reduced speed

Fly at 130 knots. Flaps may be lowered to the take-off position if desired. The canopy may be opened in flight at any speed up to 150 knots.

70. Flying in conditions of severe turbulence

The recommended speed is 220 knots.

PART V—OPERATING DATA

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Para. 71
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71. Instrument approach

The following speeds and approximate power settings are recommended for use during an instrument approach with the under-carriage down.

| | R.p.m.* | Flaps | Airspeed |
|------------------------|---------|---------------|----------|
| Down wind and base leg | 7,800 | $\frac{1}{2}$ | 140 |
| Glide path | 7,800 | $\frac{1}{2}$ | 115/120 |

*When drop tanks are carried increase r.p.m. by 500

72. Take-off distances

The approximate take-off distances at sea level, in yards, are given below. For every 1,000 ft. the aerodrome is above sea level increase the distances by

10 % for ground run.

8 % to 50 ft.

(a) Clean aircraft

| Temperature °C | | -15 | 0 | +15 | +30 | +45 |
|----------------|--------------|-----|-------|-------|-------|-------|
| Ground run | Zero Wind | 510 | 580 | 660 | 750 | 840 |
| | 30 knot Wind | 250 | 290 | 330 | 370 | 420 |
| To 50 ft. | Zero Wind | 940 | 1,060 | 1,200 | 1,340 | 1,500 |
| | 30 knot Wind | 560 | 630 | 710 | 800 | 900 |

(b) With drop tanks

| Temperature °C. | | -15 | 0 | +15 | +30 | +45 |
|-----------------|--------------|-------|-------|-------|-------|-------|
| Ground run | Zero Wind | 890 | 1,030 | 1,160 | 1,330 | 1,500 |
| | 30 knot Wind | 490 | 560 | 640 | 730 | 830 |
| To 50 ft. | Zero Wind | 1,530 | 1,740 | 1,960 | 2,250 | 2,600 |
| | 30 knot Wind | 980 | 1,120 | 1,270 | 1,440 | 1,620 |

PART V—OPERATING DATA

73. Fuel consumptions

The following are the approximate fuel consumption figures, in galls. per hour under combat conditions and at best range speeds.

| Altitude | At 10,200 r.p.m. (10,000 above 25,000 ft.) | At 9,700 r.p.m. | At best range speed | | | |
|------------|--|-----------------------|---------------------|--------------------|---------------------|----------------------|
| | | | Clean | With drop tanks | 2 x 500lb. bombs | 2 x 1000lb. bombs |
| Sea level | 600 | 400 | 195 | 215 | 230 | 260 |
| 10,000 ft. | 480 | 310 | 185 | 205 | 210 | 220 |
| 20,000 ft. | 360 | 250 | 150 | 175 | 180 | 180 |
| 30,000 ft. | 270 | 180 | 110 | 125 | 130 | 145 |
| 35,000 ft. | 220 | 150 | 105 | — | — | — |

74. Endurance

- (a) At any altitude, maximum endurance will be obtained by flying at the I.A.S. which requires the lowest r.p.m. to maintain height.
- (b) Increase in altitude gives improved endurance, but the overall endurance depends not only upon the improvement gained by flying at altitude, but also upon the amount of fuel used for climb and for the descent.
- (c) Should it be necessary to remain in the air for as long as possible the aircraft should remain at the height at which it is flying when this is 30,000 ft. or above. When flying below 30,000 ft. with 100 gallons or less remaining, the endurance will not be increased by climbing, but, with 200 gallons or more remaining, climb to 30,000 ft. at maximum r.p.m. If external stores or drop tanks are carried this height becomes 25,000 ft. instead of 30,000 ft.

75. Flight planning data

- (a) The tables on the following pages show the flight planning data for different configurations for:—

PART V—OPERATING DATA

(i) Climbing

The climb tables give the data for climbs in I.S.A. conditions using the speeds recommended in para. 47. Since the climb performance is dependent on temperature, corrections are given to be applied for each 10° C. rise in temperature above I.S.A.

(ii) Cruising

Each separate altitude block in the cruise tables shows:—

(1) The speed for maximum range, the approximate A.N.M.P.G. and the approximate fuel consumption for the particular height. In addition a speed band is given, use of any speed within which should not cause more than a 5 % reduction in range.

(2) The range obtainable for various amounts of available fuel when flying at the best range speed for the height. The range given is to the point of let-down, allowance being made for the descent fuel required.

(3) The range obtainable for various amounts of available fuel, including the distance covered on the climb, if a climb is made to another altitude. In this case the climb must be made at the speed given in para. 47 and the flight continued at the new altitude at the best range speed for that height.

NOTE.—The range at any altitude is independent of temperature, but dependent on the weight of fuel carried.

(iii) Descent

The descent tables give the data for descending from one height to another.

(b) Use of the tables

(i) Pre-flight planning

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

(contd. on page 64)

PART V—OPERATING DATA

CLEAN AIRCRAFT

FUEL CONTENTS:— 330 GALLONS
 2640 lb. AVTUR (8 lb./gall.)
 2540 lb. NORMAL AVTAG (7.7 lb. gall.)
 TAXY AND TAKE-OFF ALLOWANCE ... = 30 gall.
 LANDING ALLOWANCE ... = 35 gall.
 (excluding descent fuel)

CLIMB DATA

NOTE:—Figures in brackets apply if rocket rails are fitted

| From | To | Gall. | Dist. | Mins. |
|-----------|---------|---------------|----------|---------------|
| Sea Level | 10,000' | * + 3 20 (22) | * + 5 10 | * + 1 2½ (2½) |
| | 20,000' | + 6 40 (44) | + 10 30 | + 2 6 (6½) |
| | 30,000' | + 9 60 (67) | + 25 55 | + 3 10½ (11½) |
| | 35,000' | + 10 70 (83) | + 30 70 | + 4 13½ (16) |
| 10,000' | 20,000' | 20 (22) | 20 | 3½ (3½) |
| | 30,000' | 40 (45) | 45 | 8 (9) |
| | 35,000' | 50 (61) | 60 | 11 (13½) |
| 20,000' | 30,000' | 20 (23) | 25 | 4½ (5½) |
| | 35,000' | 30 (39) | 40 | 7½ (9½) |
| 30,000' | 35,000' | 10 (16) | 15 | 3 (4½) |

Climb at:— 10,200 r.p.m. below 25,000'
 10,000 r.p.m. above 25,000'
 All data are from commencement of climb
 * Correction factors per 10°C. rise in temperature above I.S.A.

DESCENT DATA

| From | To | Gall. | Dist. | Mins. |
|---------|-----------|-------|-------|-------|
| 35,000' | 30,000' | 1 | 10 | 2 |
| | 20,000' | 5 | 30 | 6 |
| | 10,000' | 12 | 50 | 9 |
| | Sea Level | 22 | 70 | 13 |
| 30,000' | 20,000' | 4 | 20 | 4 |
| | 10,000' | 11 | 40 | 7 |
| | Sea Level | 21 | 60 | 11 |
| 20,000' | 10,000' | 7 | 20 | 3 |
| | Sea Level | 17 | 40 | 7 |
| 10,000' | Sea Level | 10 | 20 | 4 |

AIRBRAKES - IN
 R.P.M. - - Throttle closed
 SPEED - - 0.65M above 25,000'
 250K below 25,000'

PART V—OPERATING DATA

CRUISE DATA—CLEAN AIRCRAFT

NOTE.—If rocket rails are fitted, reduce range figures by 4% at sea level increasing to 9% at 35,000 ft. and reduce best range speed by 10 knots at all heights.

| POUNDS | | 2080 | 1700 | 1310 | 925 | 540 |
|------------------------------------|-----------|---------|------|------|-----|-----|
| FUEL AVAILABLE—GALLS. AVTAG | | 270 | 220 | 170 | 120 | 70 |
| Sea Level | Range | 260 | 205 | 150 | 95 | 40 |
| ANM Gall. | —1.1 | 10,000' | 285 | 220 | 155 | 90 |
| Gall./Hr. | —195 | 20,000' | 365 | 275 | 180 | 90 |
| Best range speed | —225K | 30,000' | 460 | 330 | 200 | 70 |
| 95% range speeds | —165-300K | 35,000' | 500 | 350 | 200 | — |
| 10,000 ft. | Range | — | 225 | 160 | 95 | 30 |
| ANM Gall. | —1.3 | 20,000' | — | 295 | 200 | 110 |
| Gall./Hr. | —185 | 30,000' | — | 360 | 235 | 105 |
| Best range speed | —215K | 35,000' | — | 390 | 240 | 90 |
| 95% range speeds | —160-270K | | | | | |
| 20,000 ft. | Range | — | 305 | 220 | 130 | 30 |
| ANM Gall. | —1.85 | 30,000' | — | 400 | 270 | 140 |
| Gall./Hr. | —150 | 35,000' | — | 430 | 280 | 150 |
| Best range speed | —205K | | | | | |
| 95% range speeds | —155-240K | | | | | |
| 30,000 ft. | Range | — | 425 | 295 | 165 | 30 |
| ANM Gall. | —2.6 | 35,000' | — | 475 | 325 | 175 |
| Gall./Hr. | —110 | | | | | 25 |
| Best range speed | —175K | | | | | |
| 95% range speeds | —150-215K | | | | | |
| 35,000 ft. | Range | — | 485 | 335 | 185 | 35 |
| ANM Gall. | —3.0 | | | | | |
| Gall./Hr. | —105 | | | | | |
| Best range speed | —175K | | | | | |
| 95% range speeds | —150-200K | | | | | |
| FUEL AVAILABLE—GALLS. AVTUR | | 260 | 210 | 160 | 115 | 65 |

PART V—OPERATING DATA

WITH DROP TANKS

FUEL CONTENTS:— 530 GALLONS

4240 lb. AVTUR (8 lb./gall.)

4080 lb. NORMAL AVTAG (7.7 lb./gall.)

TAXY AND TAKE-OFF ALLOWANCE = 30 gall

LANDING ALLOWANCE (excluding descent fuel) .. = 35 gall.

CLIMB DATA

NOTE:—Figures in brackets apply if rocket rails are fitted.

| From | To | Gall. | Dist. | Mins. |
|---|---------|-------------|--------|--------------|
| Sea Level | 10,000' | + 4 25 (27) | + 5 10 | +1 3½ (3½) |
| | 20,000' | + 8 55 (58) | +15 30 | +2½ 8½ (9) |
| | 30,000' | +13 90 (97) | +35 70 | +5 15½ (16½) |
| 10,000' | 20,000' | 30 (31) | 20 | 5 (5½) |
| | 30,000' | 65 (70) | 60 | 12 (13) |
| 20,000' | 30,000' | 35 (39) | 40 | 7 (7½) |
| Climb at: 10,200 r.p.m. below 25,000' | | | | |
| 10,000 r.p.m. above 25,000' | | | | |
| All data are from commencement of climb | | | | |
| * Correction factors per 10°C. rise in temperature above I.S.A. | | | | |

DESCENT DATA

| From | To | Gall. | Dist. | Mins. |
|-------------------------------|-----------|-------|-------|-------|
| 30,000' | 20,000' | 4 | 20 | 4 |
| | 10,000' | 11 | 40 | 7 |
| | Sea Level | 21 | 60 | 11 |
| 20,000' | 10,000' | 7 | 20 | 3 |
| | Sea Level | 17 | 40 | 7 |
| 10,000' | Sea Level | 10 | 20 | 4 |
| AIRBRAKES - IN | | | | |
| R.P.M. - - Throttle closed | | | | |
| SPEED - - 0.65M above 25,000' | | | | |
| 250K below 25,000' | | | | |

PART V—OPERATING DATA

CRUISE DATA—WITH DROP TANKS

NOTE.—If rocket rails are fitted reduce range figures by 4% at sea level increasing to 8% at 30,000 ft. and reduce best range IAS by 10 knots at all heights.

| POUNDS | | 3600 | 2850 | 2080 | 1700 | 1310 | 925 | 540 |
|------------------------------------|---------------|------|------|------|------|------|-----|-----|
| FUEL AVAILABLE GALLS. AVTAG | | 470 | 370 | 270 | 220 | 170 | 120 | 70 |
| Sea Level | Range | 455 | 350 | 245 | 190 | 140 | 85 | 35 |
| ANM/Gall. | —1.05 10,000' | 490 | 370 | 250 | 190 | 130 | 70 | 10 |
| Gall./Hr. | —215 20,000' | 595 | 440 | 285 | 210 | 130 | 55 | — |
| Best range speed | —225K 30,000' | 790 | 570 | 350 | 240 | 130 | — | — |
| 95% range speeds—175-285K | | | | | | | | |
| 10,000 ft. | Range | — | 390 | 270 | 210 | 150 | 90 | 30 |
| ANM/Gall. | —1.2 20,000' | — | 470 | 315 | 240 | 160 | 85 | — |
| Gall./Hr. | —205 30,000' | — | 620 | 400 | 290 | 180 | 70 | — |
| Best range speed | —215K | | | | | | | |
| 95% range speeds—165-255K | | | | | | | | |
| 20,000 ft. | Range | — | 490 | 335 | 255 | 180 | 100 | 30 |
| ANM/Gall. | —1.55 30,000' | — | 650 | 430 | 320 | 210 | 100 | — |
| Gall./Hr. | —175 | | | | | | | |
| Best range speed | —205K | | | | | | | |
| 95% range speeds—160-230K | | | | | | | | |
| 30,000 ft. | Range | — | 690 | 470 | 360 | 250 | 140 | 30 |
| ANM/Gall. | —2.2 | | | | | | | |
| Gall./Hr. | —125 | | | | | | | |
| Best range speed | —175K | | | | | | | |
| 95% range speeds—150-210K | | | | | | | | |
| FUEL AVAILABLE GALLS. AVTUR | | 460 | 355 | 260 | 210 | 165 | 115 | 65 |

PART V—OPERATING DATA

WITH 2 x 1,000 lb. BOMBS

or 2 x 500 lb. BOMBS and 8 x 60 lb. R.P.

FUEL CONTENTS:— 330 GALLONS
 2640 lb. AVTUR (8 lb./gall.)
 2540 lb. NORMAL AVTAG (7.7 lb./gall.)

TAXY AND TAKE-OFF ALLOWANCE .. = 30 gall.

LANDING ALLOWANCE = 35 gall.
 (excluding descent fuel)

CLIMB DATA

| From | To | Gall. | Dist. | Mins. |
|------------------|---------|----------|----------|--------|
| Sea Level | 10,000' | * + 4 30 | * + 8 15 | +1 4 |
| | 20,000' | + 9 65 | +25 40 | +3 10 |
| | 30,000' | +14 105 | +45 80 | +6½ 19 |
| 10,000' | 20,000' | 35 | 25 | 6 |
| | 30,000' | 75 | 65 | 15 |
| 20,000' | 30,000' | 40 | 40 | 9 |

Climb at : 10,200 r.p.m. below 25,000'
 10,000 r.p.m. above 25,000'

All data are from commencement of climb

* Correction factors per 10°C. rise in temperature above I.S.A.

DESCENT DATA

| From | To | Gall. | Dist. | Mins. |
|----------------|-----------|-------|-------|-------|
| 30,000' | 20,000' | 4 | 20 | 4 |
| | 10,000' | 11 | 40 | 7 |
| | Sea Level | 21 | 60 | 11 |
| 20,000' | 10,000' | 7 | 20 | 3 |
| | Sea Level | 17 | 40 | 7 |
| 10,000' | Sea Level | 10 | 20 | 4 |

AIRBRAKES - IN
 R.P.M. - - Throttle closed
 SPEED - - 0.65M above 25,000'
 - 250K below 25,000'

PART V—OPERATING DATA

CRUISE DATA

WITH 2 x 1,000 lb. BOMBS, OR
 2 x 500 lb. BOMBS and 8 x 60 lb. R.P.

| POUNDS | | 2080 | 1700 | 1310 | 925 | 540 |
|------------------------------------|-------|---------|------|------|-----|-----|
| FUEL AVAILABLE GALLS. AVTAG | | 270 | 220 | 170 | 120 | 70 |
| Sea Level | Range | 210 | 165 | 120 | 75 | 30 |
| ANM/Gall. | —0.9 | 10,000' | 220 | 170 | 115 | 60 |
| Gall./Hr. | —260 | 20,000' | 255 | 185 | 115 | 45 |
| Best range speed | —230K | 30,000' | 290 | 195 | 100 | — |
| 95% range speeds—175-285K | | | | | | |
| 10,000 ft. | Range | — | 185 | 130 | 80 | 25 |
| ANM/Gall. | —1.05 | 20,000' | — | 220 | 150 | 80 |
| Gall./Hr. | —220 | 30,000' | — | 235 | 140 | — |
| Best range speed | —200K | | | | | |
| 95% range speeds—165-255K | | | | | | |
| 20,000 ft. | Range | — | 235 | 165 | 95 | 25 |
| ANM/Gall. | —1.4 | | | | | |
| Gall./Hr. | —180 | 30,000' | — | 275 | 180 | 85 |
| Best range speed | —175K | | | | | |
| 95% range speeds—160-230K | | | | | | |
| 30,000 ft. | Range | — | 310 | 215 | 120 | 25 |
| ANM/Gall. | —1.9 | | | | | |
| Gall./Hr. | —145 | | | | | |
| Best range speed | —175K | | | | | |
| 95% range speeds—150-210K | | | | | | |
| FUEL AVAILABLE GALLS. AVTUR | | 260 | 210 | 165 | 115 | 65 |

PART V—OPERATING DATA

WITH 2 x 500 lb. BOMBS

FUEL CONTENTS:— 330 GALLONS
 2640 lb. AVTUR (8 lb./gall.)
 2540 lb. NORMAL AVTAG (7.7 lb./gall.)

TAXY AND TAKE-OFF ALLOWANCE .. = 30 gall.

LANDING ALLOWANCE = 35 gall.
 (excluding descent fuel)

CLIMB DATA

| From | To | Gall. | Dist. | Mins. |
|-----------|---------|--------|--------|---------|
| Sea Level | 10,000' | + 4 25 | + 5 10 | +1 3½ |
| | 20,000' | + 8 50 | +15 30 | +2½ 8 |
| | 30,000' | +12 85 | +30 70 | +4½ 14½ |
| 10,000' | 20,000' | 25 | 20 | 4½ |
| | 30,000' | 60 | 60 | 11 |
| 20,000' | 30,000' | 35 | 40 | 6½ |

Climb at: 10,200 r.p.m. below 25,000'
 10,000 r.p.m. above 25,000'
 All data are from commencement of climb
 *Correction factors per 10°C. rise in temperature above I.S.A.

DESCENT DATA

| From | To | Gall. | Dist. | Mins. |
|---------|-----------|-------|-------|-------|
| 30,000' | 20,000' | 4 | 20 | 4 |
| | 10,000' | 11 | 40 | 7 |
| | Sea Level | 21 | 60 | 11 |
| 20,000' | 10,000' | 7 | 20 | 3 |
| | Sea Level | 17 | 40 | 7 |
| 10,000' | Sea Level | 10 | 20 | 4 |

AIRBRAKES - IN
 R.P.M. - - Throttle closed
 SPEED - - 0.65M above 25,000'
 250K below 25,000'

PART V—OPERATING DATA

CRUISE DATA

WITH 2 x 500 LB. BOMBS

| POUNDS | | 2080 | 1700 | 1310 | 925 | 540 |
|-----------------------------|-------|---------|------|------|-----|-----|
| FUEL AVAILABLE GALLS. AVTAG | | 270 | 220 | 170 | 120 | 70 |
| Sea Level | Range | 235 | 185 | 135 | 85 | 35 |
| ANM/Gall. | —1.0 | 10,000' | 250 | 190 | 130 | 70 |
| Gall./Hr. | —230 | 20,000' | 280 | 205 | 130 | 55 |
| Best range speed | —230K | 30,000' | 335 | 230 | 125 | — |
| 95% range speeds—175-285K | | | | | | |
| 10,000 ft. | Range | 270 | 210 | 150 | 90 | 30 |
| ANM/Gall. | —1.2 | 20,000' | 310 | 235 | 160 | 85 |
| Gall./Hr. | —210 | 30,000' | 380 | 275 | 170 | 65 |
| Best range speed | —225K | | | | | |
| 95% range speeds—165-255K | | | | | | |
| 20,000 ft. | Range | 325 | 250 | 175 | 100 | 25 |
| ANM/Gall. | —1.5 | | | | | |
| Gall./Hr. | —180 | 30,000' | 415 | 310 | 205 | 100 |
| Best range speed | —210K | | | | | |
| 95% range speeds—160-230K | | | | | | |
| 30,000 ft. | Range | 450 | 345 | 240 | 135 | 30 |
| ANM/Gall. | —2.1 | | | | | |
| Gall./Hr. | —130 | | | | | |
| Best range speed | —175K | | | | | |
| 95% range speeds—150-210K | | | | | | |
| FUEL AVAILABLE GALLS. AVTUR | | 260 | 210 | 165 | 115 | 65 |

PART V—OPERATING DATA

adding on the descent distance, provided that the let-down is commenced at that distance from the destination.)

For short range flights inspect the sea level block and select the height at which the distance to be covered requires the least amount of fuel. This is the best altitude for the flight.

(ii) In-flight planning

At any stage of a 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 downwards within the block until the new altitude is reached. Figures in heavy type indicate the best altitude for the maximum increase in range. Above these heights no further range increase is possible. If a descent is necessitated the new range is shown by moving direct from the existing altitude level flight range for the particular fuel state to the new altitude level flight range.

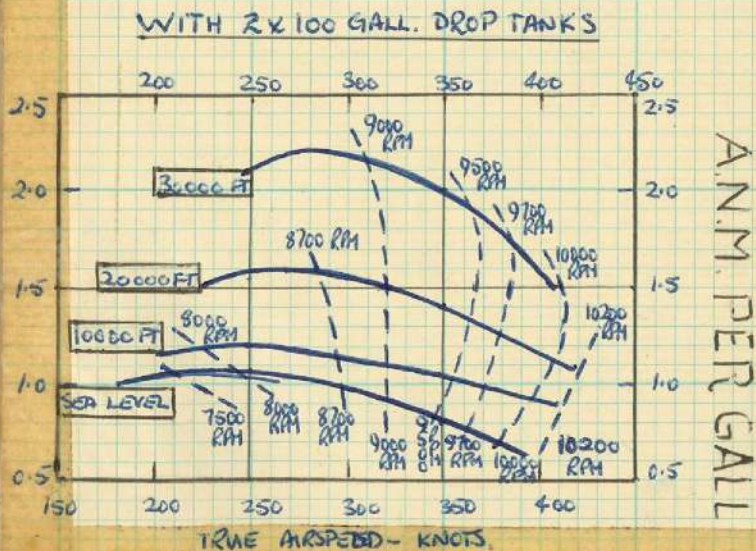
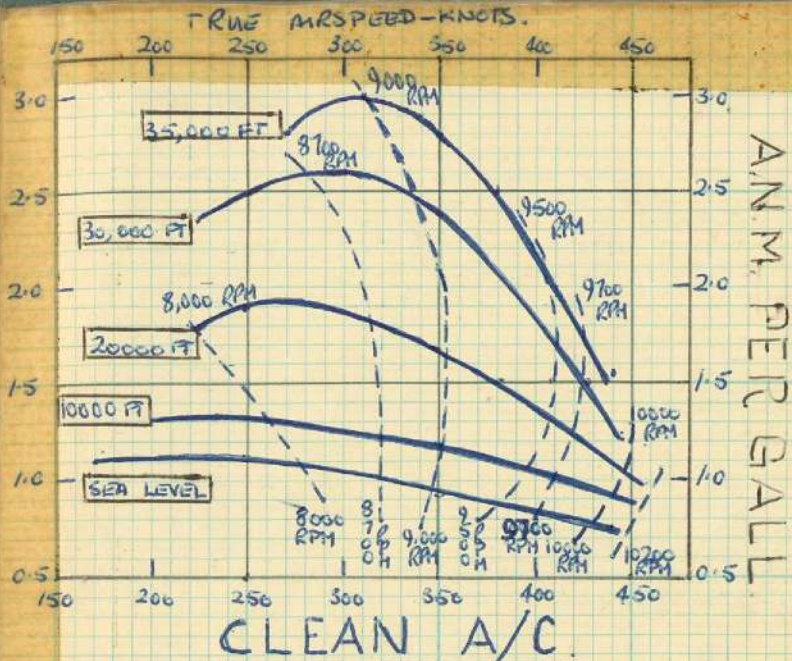
(c) FUEL CONSUMPTION AT 380 KNOTS/0.70 M.

THE FOLLOWING TABLES GIVE THE APPROXIMATE FUEL CONSUMPTION IN GALLONS/HR AT 380 KNOTS OR 0.70 M AT VARIOUS ALTITUDES CLEAN AND WITH DROP TANKS

| HEIGHT | SPEED | FUEL CONSUMPTION | |
|-----------|-----------|------------------|-----------------|
| | | CLEAN | WITH DROP TANKS |
| SEA LEVEL | 380K | 4.80 | 5.10 |
| 10,000 ft | 350K/0.7M | 4.15 | 4.50 (360K) |
| 20,000 ft | 0.7M | 3.45 | 4.00 (320K) |
| 30,000 ft | 0.7M | 2.55 | 2.60 (260K) |
| 40,000 ft | 0.7M | 1.85 | |

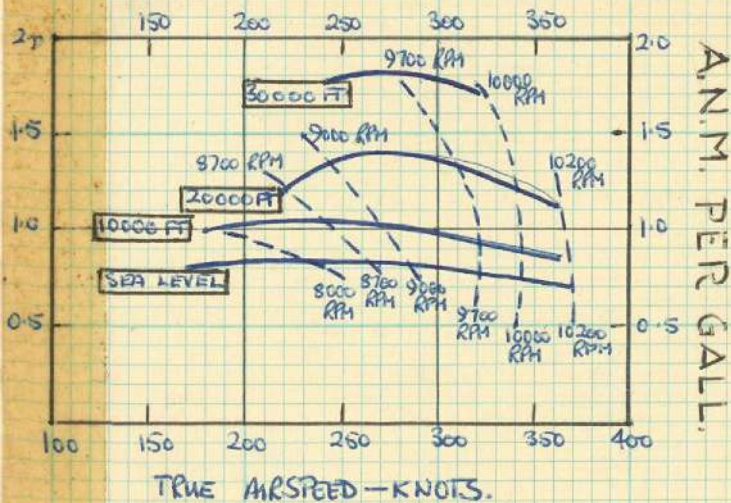
D. ANM/GALLON CURVES

THE CURVES ON PAGES B&A & B. SHOW APPROXIMATE AN/M GALLON FOR VARIOUS CONFIGURATIONS & ALTITUDES PLOTTED AGAINST TRUE AIRSPEED. SUPERIMPOSED ON THE CURVES ARE CURVES WHICH SHOW THE APPROXIMATE RPM REQUIRED FOR A GIVEN SPEED.

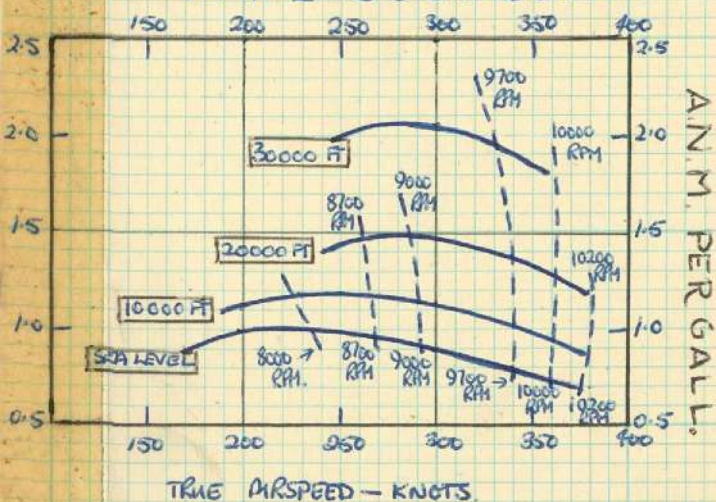


A.L. 1

WITH 2 x 1000 lb Bombs



WITH 2 x 500 lb Bombs



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