

PART III LIMITATIONS

72. Engine data—Griffon 57

The principal maximum engine limitations are as follows :—

	Supercharger gear	R.p.m.	Boost lb./sq. in.	Temp. °C	
				Coolant	Oil
TAKE-OFF	} Low *High	2,750	+18	135	105
5 MINS. LIMIT		2,750	+25	135	105
INTERMEDIATE	} Low High	2,600	+14	125	90
1 HR. LIMIT					
CONTINUOUS	} Low High	2,400	+9	115	90
WEAK MIXTURE					
OPERATIONAL	} Low High	2,750	+18	135	105
NECESSITY					
5 Mins. Limit					

* With water-methanol injection.

OIL PRESSURE :

Minimum in flight 45 lb./sq. in.

MINIMUM TEMPERATURES FOR TAKE-OFF :

Oil +15°C.

Coolant +40°C.

MAXIMUM AIR INTAKE TEMPERATURES :

In low gear, or at Max. power with Water/
Methanol in high gear 45°C.

In high gear—all conditions without Water/
Methanol 35°C.

NOTE.—(i) No air-intake temperature gauges are fitted. In order to keep below the above air-intake temperature limitations, the charge temperatures must be maintained below the figures quoted in the table in Para. 56 (ii) (a).

(ii) Continuous operation of the engines at r.p.m. below 1,550 is not permissible due to propeller limitations. Continuous operation at r.p.m. between 2,200 and 2,400 should be avoided as much as possible.

73. Flying limitations

- (i) The aircraft is designed for manœuvres appropriate to a long-range reconnaissance aircraft. Gentle manœuvres only are permitted at weights above 82,000 lb. and when loaded to maximum all up weight a total of 1,000 gallons

PART III—LIMITATIONS

fuel should be used from the No. 1 and No. 2 tanks before turning on the No. 3 tanks ; this is on account of wing strength consideration.

(ii) Maximum speeds (in knots)

Dive	...	...	...	...	...	300
Bomb doors open	...	...	...	...	...	300
Undercarriage down	...	...	...	...	...	225
Flaps down	...	...	...	...	...	155

(iii) Maximum permissible all-up-weights

Take-off and gentle manœuvres only	86,000 lb.
All permitted forms of flying (provided that fuel is kept outboard)	82,000 lb.
Landing	72,000 lb.

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