

PART II LIMITATIONS

50. Engine limitations

(i) *R.p.m. and jet pipe temperatures*

	R.P.M.	Max. Jet pipe temp. °C.
Take-off and operational necessity <i>(10 mins. limit)</i>	8,000 max.	590
Intermediate <i>(30 mins. limit)</i>	7,800 $\begin{smallmatrix} +0 \\ -50 \end{smallmatrix}$	560
Max. continuous	7,800 $\begin{smallmatrix} +0 \\ -50 \end{smallmatrix}$	530
Flight idling <i>(airborne)</i>	7,800 $\begin{smallmatrix} +0 \\ -50 \end{smallmatrix}$	500
Ground idling	4,100 \pm 100	500

(ii) *Torquemeter pressures*

Normal max.	340 lb./sq. in.	
Diving max.	360 lb./sq. in.	(15 secs. only)

(iii) *Oil pressures*

Minimum in flight	50 lb./sq. in.	
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(iv) *Oil temperatures*

Inlet	80°C. max.	
Starting	-10°C. min.	
Running at 6,000 r.p.m. and over	35°C. min.	

51. Flying limitations

- (i) The aircraft is released for land-based operation in temperate climates only.
- (ii) Night flying, intentional spinning, ADDL's, the carriage of drop tanks, RP's, bombs and torpedoes, gun firing and aerobatics (other than barrel rolls at speeds above 250 knots) are prohibited.

PART II—LIMITATIONS

(iii) The maximum permissible altitude is 20,000 ft.

(iv) The maximum all-up weight for take-off is 21,200 lb. and for landing 20,700 lb.

(v) The maximum speeds:—

Clean aircraft	435 knots or 0.70M
Flaps to MANOEUVRE	305 knots
Flaps to TAKE-OFF or DOWN	170 knots
Undercarriage DOWN	170 knots
Hood open	205 knots
Air brakes OPEN	300 knots

FINAL CHECKS FOR TAKE-OFF

TRIMMERS ... ALL NEUTRAL

PROPELLER ... FINE PITCH STOP
NORMAL

FUEL ... H.P. COCK FULLY
OPEN
TANK SELECTOR
FUSELAGE

FLAPS ... TAKE-OFF

AIR BRAKES ... CLOSED

WINGS ... SPREAD AND LOCKED
MASTER CONTROL
FULLY FORWARD
WARNING LIGHTS
OUT
INDICATORS FLUSH
WITH WINGS

INSTRUMENTS ... SET
INVERTERS ON

OXYGEN ... ON

HOOD ... LOCKED AS REQUIRED

HARNESS ... TIGHT AND LOCKED
IN REAR POSITION

FINAL CHECKS FOR LANDING

BRAKES ... OFF—SUFFICIENT
PRESSURE

AIR BRAKES ... CLOSED

UNDER-
CARRIAGE ... DOWN AND LOCKED
GREEN LIGHTS ON
TAILWHEEL LOCKED
(airfield only)

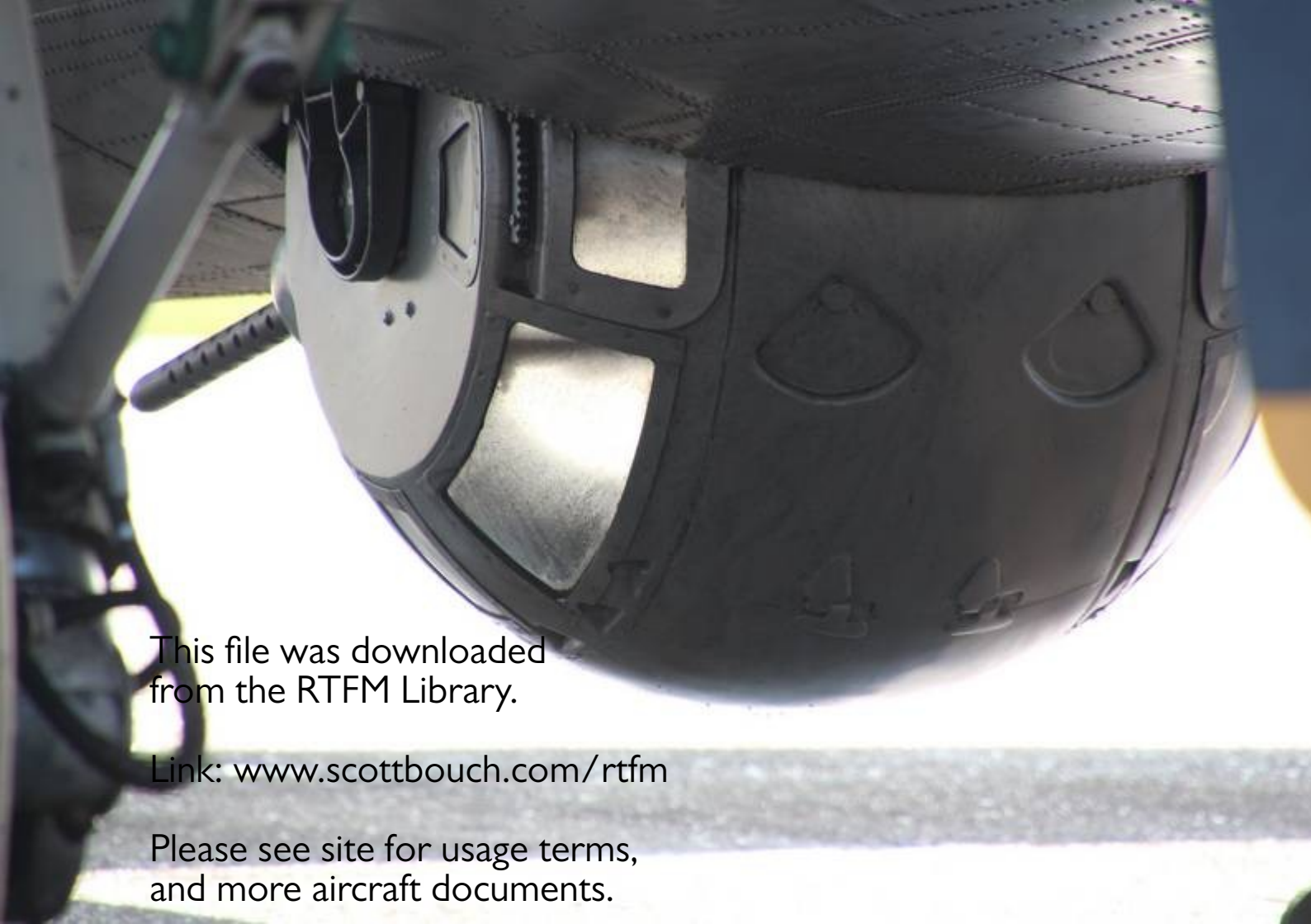
PROPELLER ... FINE PITCH STOP
NORMAL

FLAPS ... TAKE-OFF
FULLY DOWN ON
FINAL

FUEL ... CONTENTS

HARNESS ... TIGHT

HOOD ... LOCKED AS REQUIRED



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