

## PART II

# LIMITATIONS

### 66. Engine limitations—Python 3

(i)

Power rating	Time limit	R.p.m.	Max. J.p.t. °C.
Take-off and Operational Necessity	10 mins.	8,000	590
Intermediate	30 mins.	7,800	560
Max. Continuous	Unrestricted	7,800	530
Flight Idling (airborne)	Unrestricted	7,800	500
Flight Idling (on the ground)	Unrestricted	7,100	500
Ground Idling	Unrestricted	4,100 ± 100	500

(ii) *Torquemeter pressures*

Normal max. ... ..	340 lb./sq. in.
Diving max. ... ..	360 lb./sq. in.

(iii) *Oil pressure*

Normal at 7,800 r.p.m. ... ..	60 lb./sq. in.
Maximum at 7,800 r.p.m. ... ..	75 lb./sq. in.
Minimum in flight ... ..	50 lb./sq. in.
Minimum ground idling ... ..	25 lb./sq. in.

(iv) *Oil temperature*

Inlet ... ..	90°C. max.
Starting ... ..	-10°C. min.
Running at 6,000 r.p.m. and above ...	35°C. min.

### 67. Flying limitations

- (i) The aircraft is released for universal land or carrier based operation.
- (ii) Intentional spinning, all aerobatics (other than barrel rolls at speeds above 250 knots) and the carriage and use of R.A.T.O.G. are prohibited.

## (iii) Maximum speeds, etc., for the carriage release and jettisoning of

Store	Station	Carriage	
		Max. speed knots IAS	Max. Dive Angle
<b>Bombs</b> Practice 500 lb. MC, Mks. 7, 10, 14 500 lb. SAP, Mk. 5 1,000 lb. MC, Mks. 6 and 7 1,000 lb. MC, Mk. 8 2,000 lb. AP, Mk. 4	Wing only	435	60°
	Wing and fuselage		
	Wing and fuselage Wing only Fuselage only		
<b>Depth Charge</b> 250 lb. Mk. 11	Wing and fuselage	435	40°
<b>S.C.I.</b> 250 lb. Type G, Mk. 5	Wing and fuselage	435	60°
<b>Smoke and flame floats</b> 3½ lb. Mk. 1	Wing	435	60°
<b>Flares reconnaissance 4.5"</b> No. 1 or 2, Mk. 1	Wing	320	Gentle man- oeuvres only
<b>Torpedoes 18"</b> Mks. 15 and 17	Fuselage	380	See remarks
<b>R.P's. 3"</b> Mk. 3, 25 lb. or 60 lb. Head Mk. 3, Flare Head	Wing	435	60°
	Wing	435	60°
<b>Mines</b> A Mk. 7* or 7** parachute assy No. 9, Mk. 5 A Mk. 7* or 7** parachute assy No. 9, Mk. 6 A Mk. 8 A Mk. 9, parachute assy No. 13, Mk. 6 A Mk. 9, parachute assy No. 13, Mk. 7 O Mk. 1	Fuselage	270	60°
	Fuselage	270	60°
	Wing and fuselage	350	60°
	Fuselage	230	40°
	Fuselage	300	40°
	Fuselage	435	60°

## armament stores

Release		Jettison (without carrier)		Remarks
Max speed knots IAS	Max. Dive Angle	Max. speed knots IAS	Max. Dive Angle	
435	60°	—	—	On L.S. carrier  Max. yaw 5° at 250 knots. Decreasing to 1° at 435 knots.
		435	60°	
340	40°	340	40°	
Charged 300 Empty 230	40°	435	40°	
435	60°	—	—	On L.S. carrier.
300	Straight and level	—	—	On L.S. carrier. Loaded fuze forward.
240 At 400 ft.	See remarks	—	—	See CAFO 5/53
435 370	60° Max. climb 20°	—	—	Without drop tanks, 8 single tier or 16 double tier. With drop tanks, 4 single tier or 6 (double tier on outermost rails, single tier elsewhere).
217	Straight and level	270	60°	} Carried on 1000/2500 lb. carrier, using Type J release unit.
270		270	60°	
260	60°	350	60°	} Carried on 100/1000 lb. carrier. } Carried on 1000/2500 lb. carrier using Type J release unit.
217	40°	230	40°	
260	40°	300	40°	
250	20°	250	20°	Carried on 100/1000 lb. carrier.

**PART II—LIMITATIONS**

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(iv) *Maximum all-up weights*

Take-off from prepared runways or catapult take-off (Mods. 384, 403, 404, 405, 422, 430, 470, 472, 502 and 514 incorporated)	24,500lb.
Take-off	22,750lb.
All permitted forms of flying	21,200lb.
Airfield landing and ADDL's	20,700lb.
Deck landing (Landing with fuel in drop tanks or 1,000lb. bomb on wings in emergency only)	18,500lb.

NOTE.—Gentle manoeuvres only are permitted at all-up weights in excess of 21,200 lb.

(v) *Maximum speeds in knots*

Clean aircraft	435 or 0.75M
With drop tanks	435 or 0.70M
Airbrake operation	No limit (300 knots if Mod. 258 not embodied)
Flaps to MANŒUVRE	305
Flaps to TAKE-OFF or DOWN	170
Undercarriage lowering	170
Hood opening	205
Drop tank jettison (in straight unyawed flight)	250 (150 min.)

(vi) *C.G. limits*

The C.G. limits with undercarriage down, are:—

Forward	3 ins. fwd. of datum
Aft.	6 ins. aft. of datum

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