PART III
LIMITATIONS

54. Engine data

The principal engine limitations are:—

	R.p.m.	Jet Pipe Temp. °C.
Max. take-off and operational necessity *15 Mins. Limit*	7,800	600
Max. intermediate *30 Mins. Limit*	7,600	565
Max. continuous	7,400	530
Idling on the ground	2,750 ± 100	500

Oil pressures

Minimum idling ... ... 3 lb./sq. in.
Minimum at 7,400 r.p.m. and above 15 lb./sq. in.

55. Flying limitations

(i) The aircraft is designed as a light bomber. Intentional spinning and aerobatics are not permitted.

(ii) *Speed and Mach number limitations*

(a) Maximum I.A.S.

Clean aircraft ...	450 knots
With wing drop tanks	*
Flaps down	145 knots
Undercarriage down	180 knots
Bomb doors open ...	300 knots
Air brakes out ...	No limitation

(b) Mach number limitations

Clean aircraft	
Below 15,000 feet	.75 M
Between 15,000 and 25,000 feet ...	.79 M
Above 25,000 feet	No limitation but see para. 46 (ii) (e)
Bomb doors open	.75 M
With wing drop tanks at all heights ...	*

*To be issued by amendment

(iii) *Maximum weights*

For take-off and all permitted forms of flying	42,000 lb.
For landing	31,500 lb.

56. Warning

Until further notice pilots having a thigh length in flying clothing of more than twenty-six inches must not fly the aircraft. This restriction is imposed because personnel with a thigh length greater than twenty-six inches are liable to injury due to the knees fouling the windscreen if the ejector seat is used. All pilots should press the legs back as far as possible if the ejector seat is to be used.