

## PART II

# LIMITATIONS

### 41. Engine limitations—Ghost Mk. 104

Power Rating	Time Limit	R.P.M.	Max. J.P.T. (°C.)
<b>Take-off and operational necessity</b>	30 mins. (combined)	10,250*	760
<b>Maximum continuous</b>	Unrestricted	9,750	660
<b>Approach idling</b>	—	5,000 (min.)	—
<b>Ground idling</b>	Unrestricted	3,000 ± 200	450

\* Maximum permissible r.p.m. are to be reduced to 10,100 above 25,000 ft. when climbing, and above 35,000 ft. in level flight.

#### Oil temperatures

Maximum	...	...	...	...	...	105°C.
Minimum for starting and opening up using oil OM.71 or OEP-71	...	...	...	...	...	-10°C.
Minimum for starting and opening up using oil OX-38	...	...	...	...	...	-40°C.

### 42. Flying limitations

- (i) Intentional spinning is prohibited.

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### (ii) *Maximum speeds*

Below 6,000 ft.	500 knots
Between 6,000 ft. and 25,000 ft.	0.83M
Above 25,000 ft.	The IMN at which the marked nose-up trim change starts.
Undercarriage lowering	220 knots
Flaps lowering 0-30°	190 knots
Beyond 30°	170 knots

NOTE.—The speed for the operation of a service also applies for flight with the service in the extended position.

### (iii) *Jettisoning speeds*

Full tip tanks	130 to 260 knots
Empty tip tanks	180 to 260 knots

### (iv) *Maximum all-up weights*

Take-off (Full internal fuel, full tip tanks, 2 crew)	14,620 lb.
Landing (Full internal fuel, empty tip tanks, 2 crew)	13,390 lb.

NOTE.—Landings with fuel in the tip tanks must only be made in an emergency.

### (v) *G limitations*

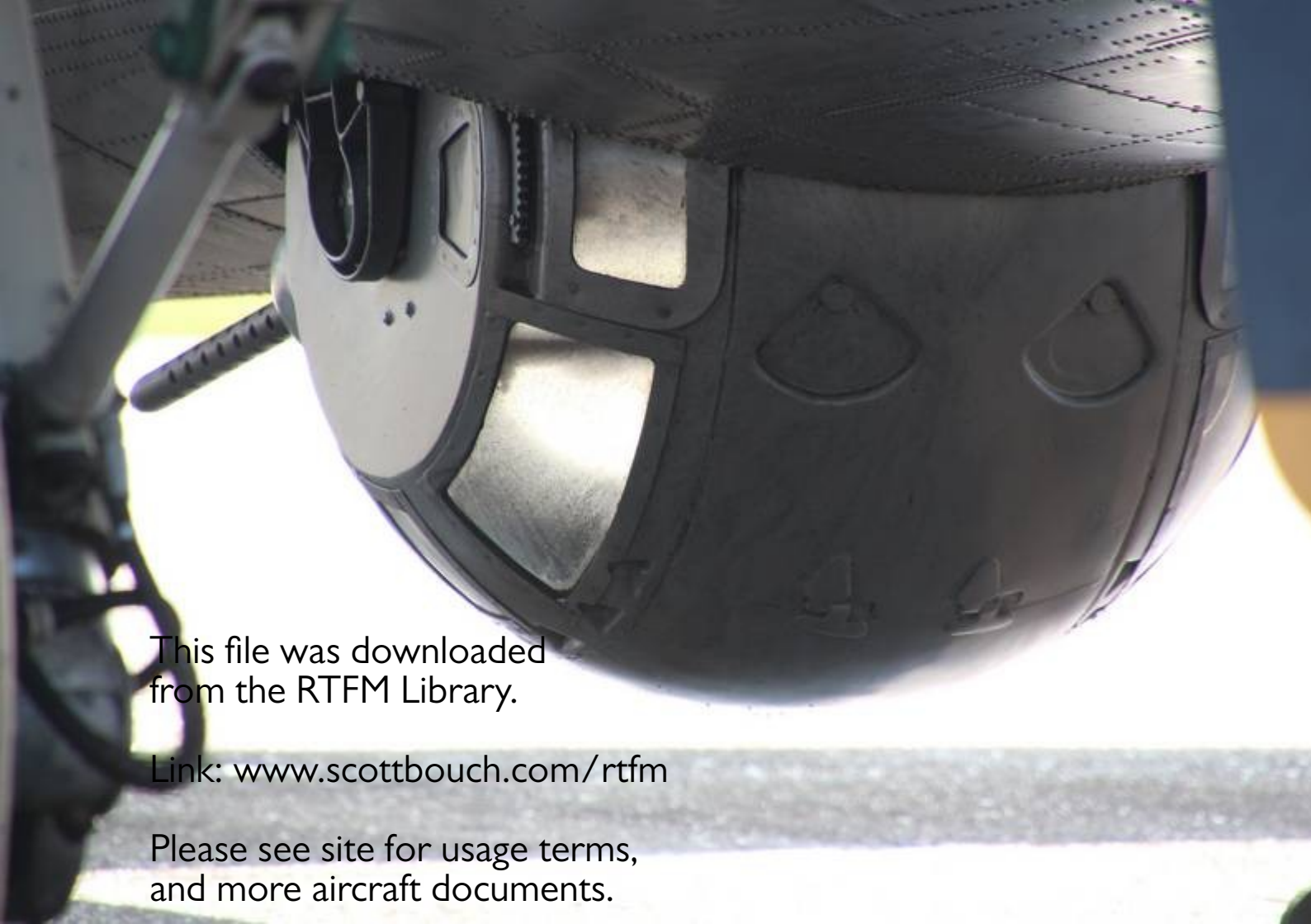
An accelerometer reading of  $+5\frac{1}{2}$  G must not be exceeded.

### (vi) *Special limitations*

*Intentional manual reversion* must be carried out at speeds below 0.82M. If automatic reversion occurs, speed must be reduced immediately to below 0.82M.

### (vii) *Temporary limitations*

- Until further tropical experience has been gained, flight in tropical conditions at maximum r.p.m., below 5,000 feet, should not exceed 10 minutes.
- Unless Mod. 993 is embodied, radar search equipment is not to be used after gun-firing until the R.A.M. screen has been inspected for lifting.



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