

## P A R T I I

# L I M I T A T I O N S

### 54. Engine limitations—Avon Mk. 113

Power rating	Time limit	R.p.m.	J.p.t. <sup>°</sup> C.
<b>Take-off and Operational Necessity</b>	10 mins. (Combined)	7,900 $\pm 50$	705
<b>Intermediate</b>	30 mins.	7,800	680
<b>Max. Continuous</b>	Unrestricted	7,550	630
<b>Min. Approach</b>	Unrestricted	4,500	—
<b>Ground Idling</b>	Unrestricted	2,750 $\pm 100$	550

Minimum oil pressure at 7,550 r.p.m.—15 lb./sq. in.

### 55. Flying limitations

(a) Intentional spinning is prohibited

(b) *Maximum speeds*

Clean aircraft

620 knots. No mach limit,  
but see paras. 73 and 74

*Flying in manual control.* When flying in manual control the following speeds must not be exceeded:—

Below 15,000 ft. ... ... ... 0.75M

Above 15,000 ft. ... ... ... 400 knots

If inadvertent reversion to manual occurs at speeds above these, speed must be reduced immediately.

## PART II—LIMITATIONS

Operation of under- 230 knots  
carriage

Operation of flaps over 250 knots (but see para. 68  
full travel (d))

Operation of flaps to or 300 knots or 0.9M (but see  
from 40° para. 68(d)).

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

### (c) *G* limitations

(i) The following accelerometer readings must not be  
exceeded:—

At any height +7G

Between 10,000 ft. *Below* 0.90M. The reading  
and 30,000 ft. at which buffeting com-  
mences.

*Above* 0.90M. +4G

(ii) An accelerometer reading of  $-3\frac{3}{4}G$  must not be  
exceeded at any height.

### (d) *Loading data—all-up weights*

Max. for take-off and all forms of flying ... 16,300 lb.

Max. for landing ... ... ... ... 15,400 lb.

### (e) *Special limitations*

(i) *Misting.* Ample time must be allowed for de-  
misting after a rapid descent from a long cruise at  
high altitude; so far 5 minutes has been sufficient,  
but experience on aircraft without manual control  
of flood flow indicates that up to 15 minutes might  
be necessary.

(ii) *Engine anti-icing.* Pending trials, the engine anti-  
icing system must not be used and severe icing con-  
ditions should be avoided.

(iii) *Undercarriage operation at high altitude.* Pending  
further trials, the undercarriage should not be  
lowered (e.g., for stalling practice) above about  
25,000 ft.



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R-type MK2  
breathing  
mask

R-Type mask  
used on Dominie  
by RAF until 2011