

PART II

LIMITATIONS

54. Engine limitations—Avon Mk. 113

Power rating	Time limit	R.p.m.	J.p.t. °C.
Take-off and Operational Necessity	10 mins. (Combined)	7,900 ± 50	705
Intermediate	30 mins.	7,800	680
Max. Continuous	Unrestricted	7,550	630
Min. Approach	Unrestricted	4,500	—
Ground Idling	Unrestricted	2,750 ± 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 $-3\frac{1}{2}$ 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
pressure breathing
mask

R-Type mask
used on Dominie
by RAF until 2011
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