PART II
LIMITATIONS

47. Engine limitations

Power rating	Time limit	R.p.m.	J.p.t. °C.
Take-off and Operational Necessity	10 mins (Combined)	8,600 ± 50	660
Intermediate	30 mins.	8,400	620
Max. Continuous	Unrestricted	8,200	580
Min. Approach	Unrestricted	5,000	570
Ground Idling	Unrestricted	3,000 ± 200 0	570

Min. oil pressure in flight 20 lb./sq. in.

48. Flying limitations

(i) Intentional spinning is prohibited.

(ii) *Maximum speeds*

Clean aircraft	620 knots. No Mach limit but see para. 63
Lowering undercarriage	230 knots
Lowering flaps	250 knots
Flying with hood open	200 knots
Flying with hood jettisoned	420 knots

(iii) *G. limitations*

(a) Maximum permitted positive normal accelerations are:—

0 - 10,000 ft.	+7G	Accelerometer reading
Above 10,000 ft. ...	+4G	

NOTE.—The figure of 4G above 10,000 ft. is the highest which should be deliberately applied in this altitude range. (See para. 62.)

(b) Maximum permitted negative normal acceleration is $-3\frac{3}{4}$ G (accelerometer reading).

(iv) *Special limitations*

(a) *Misting.* Pending completion of trials 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 other aircraft under more severe conditions indicates that up to 15 minutes might be necessary.

(*b*) *Undercarriage retraction at high altitude*

Pending further trials the undercarriage should not be lowered (e.g. for stalling practice) above approximately 25,000 ft.

(v) *Loading data*

Max. A.U.W. for take-off	16,400 lb.
Max. A.U.W. for landing	15,400 lb.