

(e) Aerobatics.

The following aerobatics are prohibited:-

- (i) Spins.
 - (ii) Outside loop.
 - (iii) Inverted flying (continuous).
 - (iv) Snap rolls in excess 140 m.p.h. I.A.S.
 - (v) Slow roll in excess of 285 m.p.h. I.A.S.
 - (vi) Aerobatics with belly tank on.
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KITTYHAWK INSTRUCTION NO. 1.

(Issue 2.)

APPENDIX III.LIMITATIONS TO BE OBSERVED DURING FLYING THE KITTYHAWK AIRCRAFT (P40-N1CU AND 5 CU).

The following limitations are to be observed during all conditions of use of the Kittyhawk (P40-N1CU and 5 CU) aircraft.

(a) Weights.

Tare weight	= 5,900 lbs.
Normal flying weight (aircraft in stripped condition)	= 7,500 lbs.
The maximum permissible weight for all forms of flying	= 8,500 lbs.
The maximum permissible weight for straight flying and gentle turns	= 9,500 lbs.

(b) C.G. Data.

The datum plane of this aircraft is located 1.25 inches forward of a mark on the leading edge of the wing root chord.

The maximum permissible forward limit of the C.G. is 17.7 inches aft of datum.

In per cent M.A.C. = 19%.

The maximum permissible aft limit of the C.G. is 27.9 inches aft of datum.

In per cent M.A.C. = 31.5% *X tank?*

Note:- When loaded to 8,500 or 9,500 pounds the C.G. limits as stated in Appendix II apply.

(c) Fuel.

The fuel must be used from the tanks in the following sequence:-

- (i) Take-off on fuselage tank.
- (ii) Change to belly tank (if carried).
- (iii) Fuselage tank.
- (iv) Main tank (rear wing).
- (v) Reserve tank (if fitted) (front wing).

(d) Speeds I.A.S.

<u>Maximum permissible</u>	<u>m.p.h.</u>
In dive	485
	280 (belly tank on)
For lowering undercarriage	170
For lowering flaps	140