

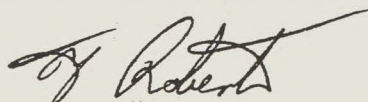
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Inter-Departmental Memorandum

Ref 8620/01/J
Date December 4, 1958
To Mr. S. E. Harper
From T. Roberts
Subject ACCEPTANCE TESTS - A/C 25205

S/L Armstrong
Restlessly About
time we knew what
an A+E is for.
Ken

Herewith R.F.T. 07-5100, specifying the points to be checked on the current flight envelope for acceptance purposes.



T. Roberts
Technical Design Coordinator
FLIGHT TEST

c.c.

Messrs R. Lindley
J. Chamberlin
F. Brame
C. Lindow
F. Mitchell
T. Higgins
J. Ames
D. Scard
J. Lynch
J. Hodge
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W/C G. Waterman (2) AVRO T.S.D. RCAF
for transmittal to
S/L K. Owen, C.F.P.E.
Detachment.

Central Files

AVRO AIRCRAFT LIMITED

MALTON, ONTARIO

REQUISITION FOR FLIGHT TEST

R.F.T. No. 07-5100

Sheet No.

~~SECRET~~
UNCLASSIFIED

Date. December 8, 1958

Aircraft

252 05

Assignment No.

X74-4314

Work Order No.

PRELIMINARY ACCEPTANCE FLIGHTS

1. OBJECTIVE

To clear the aircraft during flights within the limits of the current flight envelope.

2. INSTRUMENTATION

Accident investigation telemetry.

3. TEST PROCEDURE

* 3.1 At 7,500⁺ and 300 kts. EAS pull 'g' corresponding to $nW = +250,000$ lb, followed by $nW = -90,000$ lb.

* 3.2 Repeat 3.1 at 425 kts. EAS.

* 3.3 At 35,000 ft. at $M = 1.3$ pull 'g' corresponding to $nW = +170,000$ lb, followed by $nW = 0$.

3.4 At 45,000 ft. accel. to $M = 1.8$ in level flight. Decelerate by cutting afterburners, do not reduce RPM above $M = 1.5$.

4. DATA

4.1 Pilot's comments.

* These are not to be "check pitching manoeuvres".

R.F.T. Prepared

Approved By:

NAME

Authorized By: