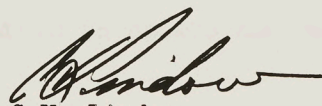


AVRO AIRCRAFT LIMITED
INTER-DEPARTMENTAL MEMORANDUM

Ref: 7441/01/J
Date: 21st March, 1958
From: F.P. Mitchell, C.V. Lindow
To: Distribution as below

Attached hereto please receive a copy of Amendment No. 2
to "Design Certificate for Flight Trials of Arrow 1 Air-
craft Serial No. 25201" Report No. 71/PROJ 7/1.

F.P. Mitchell
Project Designer - Arrow 1


C.V. Lindow
Engineering Project Manager
Arrow

Messrs. J.L. Plant	Copy No. 1
J.C. Floyd	2
W/C G.B. Waterman	3-6
R.N. Lindley	7
J.A. Morley	8
J.A. Chamberlin	9
S.E. Harper	10
J. Zurakowski	11
D. Rogers	12
G. Hake	13, 14
C.V. Lindow	15
F. Brame	16
J.W. Ames	17
J.P. Booth	18
J.H. Millie	19
H. Beffort	20
C. Meilton	21
R. Hopper	22
V.J. Hatton	23
R. Gilbertson	24
D. Riggs	25
D. Scard	26

AVRO AIRCRAFT LIMITED

AMENDMENT NO. 2

TO

DESIGN CERTIFICATE

FOR FLIGHT TRIALS OF ARROW 1 AIRCRAFT

SERIAL NO. 25201

The following forms a part of, and shall be read in conjunction with, the Design Certificate for Flight Trials of Arrow 1 Aircraft Serial No. 25201, dated 20th February 1958.

SECTION B - SPECIAL LIMITATIONS FOR ARROW FLIGHT TRIALS

- Delete 1.1 The horizontal center of gravity in flight must be between 28.75% MAC and 29.25% MAC.
- Add 1.1 The horizontal center of gravity in flight must be between 27.75% MAC and 28.15% MAC.
- Delete 2.1 The aircraft is limited to speeds not exceeding 350 knots EAS.
(from Amend-
ment 1)
- Add 2.1 The aircraft is limited to speeds not exceeding 300 knots EAS.
- Delete 2.2 The aircraft is limited to altitudes not exceeding 40,000 ft.
- Add 2.2 The aircraft is limited to altitudes not exceeding 10,000 ft.
- Delete 4.6 The rudder q_c actuator shall be locked at a setting which provides a rudder pedal force of 7.5 lb. per degree of rudder deflection.
(from Amend-
ment 1)
- Add 4.6 If the rudder q_c actuator is assessed as unserviceable during preflight inspection, it shall be locked at a setting which provides a rudder pedal force of 7.5 lb. per degree of rudder deflection.
- Add 4.7 The damping system shall be set at intermediate gain settings which will prevent system instability, and which are compatible with the flight limitations of paragraphs 2.1 and 2.2 above.

DATED

20th March 1958

SIGNED

[Signature]