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77ie fi/t 7tn eafeire width is continued i well forward; a well-appointed

interior in the demonstration aircraft is laid out for nine passengers

jilting

length 6,900ft; balanced field length for the standard conditions and 6kt tailwind—3.800ft. The one ASI bug at 112kt—V,, V„ and\!

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I stood up the throttles and released the brakes, the recommended technique for cross-winds, easing on the power as we rolled. By 80kt the rudder was fullv

effective. Rotation was quite rapid, yet the airspeed was 130kt before I stabilised climb at about 2,000ft/min. The thrust/max weight ratio is .286—in the middle of the "airliner bracket".

The APU shut itself down as the weight came off the wheels; it is not cleared for use in the air. Through 160kt the flap lever

Payload
(lb)

3,000

2,000-

1,000-

O4A

Max payload 37901b PAYLOAD RANGE

Reserves

N £* A
VFR I FA

8 pax U

VFR No reserves

Max cruise
31,000ft

2,000 2,500 3,000 3,500 nm

was brought straight past the zero flap gate to slats up; this represents a 28kt change in stall speed, but the clean stall at maximum weight is only 128kt. The flap action is quite slow.
I gauged the feel of the hydraulic flight controls as we turned left on to the 240° radial to Caen VOR, with the trial cutback of a wing engine and trim operation. Apart from the control-column pitch trim switch, trim controls are in a sort of trough in the centre pedestal—which is good for protection from knocks, but in-vites a coffee spill. All trim indicators are top left of the centre panel—good for clarity and ease of use.
Bank control with trim only was easier, using the display in front. Trimming hands-off with the two-pole trim switch was rather powerful—at 200kt IAS the stabiliser back-travel is limited to -5° in-stead of -11°, as a precaution. A pitch-trim-in-motion clacker operates during manual or autopilot trimming.
Initial acceleration was to the alterna-tive climb speed of 300kt (Mach 0-8); the action of the Q-feel on elevator and aileron was not apparent (rudder is not Q-fitted). The rate of climb settled near to 2,500ft/min as we passed FL150. I re-turned to the normal climb speed of 260kt, to intercept the Macb 0-72 climb at FL320.

Normal climb power is max continuous, 885°C ITT. Its use is limited to 30min on

FLIGHT International 1 January 1983