MU-2B MARQUISE (-60), SOLITAIRE (-40), N (-36A), P (-26A)

ONE ENGINE INOPERATIVE MANEUVERING LOSS OF DIRECTIONAL CONTROL

CLEAR AREA, CONDITION LEVERS T/O AND LAND, SYNC OFF – SET ONE POWER LEVER TO ZERO THRUST TO SIMULATE FAILED ENGINE *(VARIES BETWEEN 5% AND 17% TORQUE)*

FLAPS 20°, GEAR UP, SET POWER ON SIMULATED OPERATIVE ENGINE FOR LEVEL FLIGHT A/S 125KCAS TRIMMED

CAUTION

GEAR HORN MAY SOUND CONTINUOUSLY. IF INSTRUCTOR ELECTS TO DISABLE GEAR HORN WITH CIRCUIT BREAKER, THEN CIRCUIT BREAKER MUST BE RESET PRIOR TO LANDING

APPLY TAKEOFF POWER ON SIMULATED OPERATIVE ENGINE WHILE INCREASING PITCH TO DECELERATE 1KT PER SECOND

WITH THE FIRST INDICATION OF LOSS OF DIRECTIONAL CONTROL, REDUCE PITCH AND POWER ON SIMULATED OPERATIVE ENGINE TO RECOVER.

AT Vmc PLUS 15KCAS, ADD POWER TO SIMULATED OPERATIVE ENGINE AND RECOVER TO STRAIGHT AND LEVEL FLIGHT

A/S 125KCAS TRIMMED FOR STRAIGHT AND LEVEL FLIGHT

INSTRUCTOR CAUTION

ONE ENGINE LOSS OF DIRECTIONAL CONTROL IS BEST TRAINED AND ACCOMPLISHED USING EARLY RECOGNITION AND RECOVERY TECHNIQUES. SEAT POSITION AND RUDDER TRAVEL SHOULD BE EMPHASIZED DURING THIS MANEUVER. RUDDER BLOCKING BY THE INSTRUCTOR IS ENCOURAGED TO PRODUCE LOSS OF DIRECTIONAL CONTROL AT APPROXIMATELY Vmc PLUS 10KCAS, BECAUSE EARLY RECOGNITION AND RECOVERY IS THE PRIMARY OBJECTIVE OF THIS MANEUVER.

20° FLAPS (Vmc 99KCAS MARQUISE, N – 93KCAS SOLITAIRE, P)
5° FLAPS (Vmc 99KCAS MARQUQISE, N – 100KCAS SOLITAIRE, P)
Vsse 125KCAS

MIN. ALT. 5,000' AGL

INSTRUCTOR BLOCKS RUDDER TO CAUSE LOSS OF DIRECTIONAL CONTROL AT Vmc PLUS 10KCAS

WARNING

IF STALL WARNING ACTIVATES, REDUCE PITCH AND POWER ON SIMULATED OPERATIVE ENGINE, AND RECOVER