MU-2B J (-35), K (-25), L (-36), M (-26)

TAKE-OFF ENGINE FAILURE – FLAPS 5° OR 20°

J, K, L, M

FLAP SETTING	VXSE(KCAS)	VYSE(KCAS)
UP	140 / 135 *	150 / 150 *
5°	130 / 130 *	140 / 140 *
20°	125 / 125 *	135 / 130 *

*K, M

APPROX 300-400 FEET (OBSTRUCTION CLEARANCE). IF FLAPS 20° ADJUST PITCH TO ACCELERATE. 130 KCAS MIN. FLAPS TO 5° IF FLAPS 5° INSTALLED, *PITCH APPROX. 10°*. (IF FLAPS 5 NOT INSTALLED, FLAPS UP*, *PITCH APPROX. 10° TO 13°*.)

A/S 150KCAS. COMPLETE AFTER TAKE-OFF AND ENGINE OUT CHECKLIST

PITCH TO MAINTAIN VXSE MINIMUM *APPROX 8° PITCH, FLAPS 20°, APPROX 10-12° PITCH,* FLAPS 5°. MAINTAIN DIRECTIONAL CONTROL WITH RUDDER AND MINIMUM SPOILER. FAILED ENGINE – CONDITION LEVER, EMERGENCY STOP; POWER LEVER, TAKE OFF **, TRIM AIRCRAFT

A/S 140KCAS MIN (IF FLAPS 5° INSTALLED) FLAPS UP*.

POS RATE, NO RUNWAY REMAINING FOR LANDING, GEAR UP. IF 20° FLAPS 113 KCAS MIN. IF 5° FLAPS 120 KCAS (J, L) 125 KCAS (K, M)

*IF SR 10 NOT INSTALLED, MAXIMUM FLAP SPEED DURING RETRACTION IS 140KCAS. DURING RETRACTION, PITCH TO MAINTAIN 140KCAS UNTIL FLAPS UP.

MAKE NORMAL T/O

CAUTION

SIMULATED ENGINE FAILURE (NOT LESS THAN 200FT AGL)

** IF SUFFICIENT RUNWAY REMAINS, OR UNABLE TO CLIMB: GEAR DOWN, REDUCE POWER TO LAND STRAIGHT AHEAD USING A/S APPROPRIATE FOR WEIGHT, 105KCAS MINIMUM (J, L) 100KCAS MINIMUM (K, M)