MU-2B B, D (-10), F (-20), G (-30)

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

B, D / F / G

FLAP SETTING	VXSE(KCAS)	VYSE(KCAS)
UP	130 / 135 / 140	135 / 150 / 150
5°	115 / 130 / 130	120 / 140 / 140
20°	100 / 125 / 125	105 / 130 / 135

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*.

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

POS RATE, NO RUNWAY REMAINING FOR LANDING, GEAR UP. IF 20° FLAPS 113 KTS MIN. IF 5° FLAPS 120 KCAS (G) 125 KCAS (B, D, F)

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 (G) 100KCAS MINIMUM (B, D, F).