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

NORMAL TAKE-OFF, 5° OR 20° FLAPS

<table>
<thead>
<tr>
<th>TAKE OFF SPEEDS</th>
<th>ROTATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M. MARQ</td>
</tr>
<tr>
<td>FLAPS 5°</td>
<td></td>
</tr>
<tr>
<td>11,575 LBS.</td>
<td>109</td>
</tr>
<tr>
<td>11,000 LBS.</td>
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</tr>
<tr>
<td>8,000 LBS.</td>
<td>99</td>
</tr>
</tbody>
</table>

* TORQUE 90% OR 600°
  EGT / 875° ITT,
  WHICHEVER OCCURS
  FIRST. BETA LIGHTS
  OUT. RELEASE BRAKES.
  RAM RISE WILL CAUSE
  TORQUE OR TEMP TO
  RISE TO MAXIMUM
  TAKEOFF POWER
  DURING TAKEOFF ROLL.

* NOTE: IF RUNWAY LENGTH OR
  OBSTACLE CLEARANCE IS
  CRITICAL, SET POWER TO
  EITHER TORQUE OR TEMP
  MAXIMUM, WHICHEVER
  OCCURS FIRST. RETARD
  POWER LEVERS AS REQUIRED
  TO MAINTAIN MAXIMUM
  ALLOWABLE TORQUE OR TEMP.

A/S 155KCAS MINIMUM

ACCELERATE TO
DESIRED CLIMB SPEED

COMPLETE AFTER T/O
AND CLIMB CHECKLIST

AFTER GEAR IS FULLY RETRACTED, IF
FLAPS 20° RETRACT FLAPS TO 5°
INCREASE PITCH TO APPROX. 10°
140KCAS, THEN FLAPS UP

NORMAL PITCH.
APPROX 8°- FLAPS 20°,
APPROX 10-12°-FLAPS 5°

POS RATE, NO RUNWAY REMAINING
FOR LANDING, GEAR UP.
IF 20° FLAPS 113 KTS MIN. IF 5° FLAPS
120 KTS (M. MARQ, N) 125 KTS (SOL, P)

VR - ROTATE 13°
MAX NOSE UP
PITCH