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

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

<table>
<thead>
<tr>
<th>FLAP SETTING</th>
<th>VXSE(KCAS)</th>
<th>VYSE(KCAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0°</td>
<td>140 / 135*</td>
<td>150 / 150*</td>
</tr>
<tr>
<td>5°</td>
<td>130 / 130*</td>
<td>140 / 140*</td>
</tr>
<tr>
<td>20°</td>
<td>125 / 125*</td>
<td>135 / 130*</td>
</tr>
</tbody>
</table>

**P, SOL

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

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

MAKE NORMAL T/O

CAUTION
SIMULATED ENGINE FAILURE (NOT LESS THAN 200FT AGL)

APPROX 300-400 FEET (OBSTRUCTION CLEARANCE). IF FLAPS 20° ADJUST PITCH TO ACCELERATE. 130KCAS, FLAPS TO 5°, PITCH APPROX. 10°

A/S 140KCAS MINIMUM. FLAPS UP

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

** IF SUFFICIENT RUNWAY REMAINS, OR UNABLE TO CLimb: GEAR DOWN, REDUCE POWER TO LAND STRAIGHT AHEAD USING A/S APPROPRIATE FOR WEIGHT, 105K CAS MINIMUM (MARQ, N) 100KCAS MINIMUM (SOL, P).