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

ONE ENGINE INOPERATIVE LANDING

**CAUTION**
ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

OPERATING ENGINE POWER LEVER GROUND IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.

TOUCHDOWN OPERATING ENGINE POWER LEVER SLOWLY RETARD TO FLIGHT IDLE STOP

**CAUTION**
DO NOT USE SINGLE ENGINE REVERSE THRUST WITH THE SIMULATED FAILED ENGINE POWER LEVER ABOVE FLIGHT IDLE.

**WARNING**
DO NOT ATTEMPT A GO-AROUND WITH GEAR DOWN BELOW 400’ AGL OR AFTER 20° FLAPS ARE SELECTED

**THRESHOLD, 20% TORQUE**
Vref. 110KCAS MIN (MARQ, N) 105KCAS MIN (SOL, P)

**CHECK SINK RATE**
300-600 FPM

**WHEN LANDING ASSURED, FLAPS 20° A/S 125KCAS MIN. COMPLETE LANDING CHECKLIST, RUDDER TRIM CENTERED, HOLD BALL IN CENTER WITH RUDDER**

**STABILIZED APPROACH BY 500’agl**

A/S 150KCAS (140KCAS MIN MARQ, N) (135KCAS MINIMUM SOL, P) (APPROX 50-55% TORQUE)

**FLAPS 5° A/S 140KCAS (130KCAS MINIMUM)**

**CHECK GLIDE PATH, IF LANDING ASSURED, GEAR DOWN. (APPROX 40% TORQUE)**

**N, MARQ/P, SOL**

<table>
<thead>
<tr>
<th>FLAP SETTING</th>
<th>VXSE(KCAS)</th>
<th>VYSE(KCAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UP</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>
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</tbody>
</table>

*P, SOL

**COMPLETE DESCENT AND APPROACH CHECKLISTS AND REVIEW SINGLE ENGINE LANDING CHECKLIST**

**CHECK SINK RATE, 500 - 600 FEET PER MINUTE**

**MAINTAIN TRACK PARALLEL TO RUNWAY**

**AS REQUIRED**

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