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

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>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>
</tr>
</tbody>
</table>

*K, M

APPROX 300-400 FEET (OBSTRACTION 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)

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)

B-2