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

ONE ENGINE INOPERATIVE MISSED APPROACH

A/S 150KCAS, COMPLETE AFTER TAKEOFF CHECKLIST

A/S 140KCAS. MINIMUM FLAPS UP

APPROX 300-400 FEET (OBSTRUCTION CLEARANCE). IF FLAPS 20° ADJUST PITCH TO ACCELERATE. 130 KCAS (K, MOD SR10) (K, NOT MOD SR10), 140KCAS (J, L, M)

AFTER GEAR IS FULLY RETRACTED, PITCH 10°

COMMENCING MISSED APPROACH, SET MAX POWER. MAINTAIN DIRECTIONAL CONTROL, RUDDER AND SPOILER AS NECESSARY. GEAR UP. PITCH TO MAINTAIN A/S 140KCAS.

MAP

*IF TRANSITIONING FROM A DESCENT, MAINTAIN PITCH TO MAINTAIN 140KCAS, RAISE GEAR, THEN 10° PITCH. SOME ALTITUDE LOSS IS TO BE EXPECTED.

WARNING
UNDER CERTAIN COMBINATIONS OF WEIGHT, TEMPERATURE AND PRESSURE ALTITUDE, WITH LANDING GEAR DOWN AND FLAPS 20°, SINGLE ENGINE GO AROUND MAY NOT BE POSSIBLE AT ALTITUDES OF LESS THAN 400 FEET AGL.