MU-2B B, D (-10), F (-20), G (-30)

APPROACH TO STALL

TAKEOFF CONFIGURATION 15-30° BANK

CLEAR AREA, CONDITION LEVERS T/O AND LAND SYNC OFF – A/S 120KCAS-130KCAS TRIMMED AIRCRAFT

FLAPS 5° OR 20°, GEAR DOWN, 20% TORQUE OR 10 PSI

INITIATE 30° BANK IN LEVEL FLIGHT

MAINTAIN LEVEL FLIGHT, TRIM FOR 120KCAS

ON STALL RECOGNITION (STICK SHAKER), SIMULTANEOUSLY APPLY MAX POWER, LEVEL WINGS AND ADJUST PITCH AS NECESSARY TO MINIMIZE LOSS OF ALTITUDE, POSITIVE RATE, GEAR UP. STALL WARNING MAY ACTIVATE AT 4 TO 9 K ABOVE STALL.

AS A/S INCREASES, CLIMB TO ORIGINAL ALTITUDE

CALL THE “STALL”

A/S 140KCAS, MINIMUM FLAPS UP, POWER AS REQUIRED

AFTER GEAR IS FULLY RETRACTED, IF FLAPS 20° RETRACT FLAPS TO 5°. INCREASE PITCH TO APPROX. 10°, 130 KCAS (F, MOD S/R10)(140 KCAS (F, NOT MOD S/R10), 130 KCAS (B, D), 140KCAS (G)

MIN. ALT. 5,000’ AGL

STALL SPEEDS FOR STALL SPEEDS SEE TABULAR CHART ON REVERSE SIDE OF PROFILE.