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

ONE ENGINE INOPERATIVE LANDING

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

**OPERATING ENGINE PROP FLIGHT IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.**

**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

**CHECK SINK RATE**
300-600 FPM

**Threshold:** 20% TORQUE, 13 PSI
Vref. 110KCAS (G) 105KCAS (F) 100KCAS (B, D)

**WHEN LANDING ASSURED, FLAPS 20° A/S 110KCAS (G), 105KCAS (F), 100KCAS (B, D) MIN. COMPLETE LANDING CHECKLIST, Rudder Trim Centered, Hold Ball in Center With Rudder

**STABILIZED APPROACH BY 500' agl**

**A/S 150KCAS**
(140KCAS MIN G) (135KCAS MIN F) 130 MIN B, D)
(APPROX 70% TORQUE, 32-38 PSI)

**B, D / F / G**

<table>
<thead>
<tr>
<th>FLAP SETTING</th>
<th>VXSE(KCAS)</th>
<th>VYSE(KCAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UP</td>
<td>130 / 135 / 140</td>
<td>135 / 150 / 150</td>
</tr>
<tr>
<td>5°</td>
<td>115 / 130 / 130</td>
<td>120 / 140 / 140</td>
</tr>
<tr>
<td>20°</td>
<td>100 / 125 / 125</td>
<td>105 / 130 / 135</td>
</tr>
</tbody>
</table>

**Check Glide Path, If Landing Assured, Gear Down. (APPROX 40% TORQUE, 26 PSI)

**Maintain Track Parallel to Runway**

**Touchdown**

**Check Sink Rate, 500 - 600 Feet Per Minute**