

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A10SW  
Revision 13  
  
Mitsubishi  
MU-2B-25  
MU-2B-35  
MU-2B-26  
MU-2B-36  
MU-2B-26A  
MU-2B-36A  
MU-2B-40  
MU-2B-60  
  
April 2, 1998

TYPE CERTIFICATE DATA SHEET NO. A10SW

This data sheet which is part of Type Certificate No. A10SW prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder: Mitsubishi Heavy Industries, Ltd. (see Note 5.)  
5-1 Marunouchi 2 Chome, Chiyoda-ku  
Tokyo, Japan

MU-2B-25, 6 to 9 PCLM (Normal Category) Approved January 20, 1976

Engines 2 AiResearch TPE331-6-251M  
Propeller-shaft to engine-rotor ratio 1 : 20.865

Fuel Fuels as designated:  
Aviation Turbine Fuel ASTM D1655-68T  
Types Jet A, Jet A-1, and Jet B  
MIL-T-5624G-1 Turbine Fuel: Grades JP-4 and JP-5  
MIL-T-5616-1 Fuel; Grade JP-1  
MIL-F-46005A (MR) -1; Type I and II  
D. Eng. R.D. 2482; Issue No. 2  
D. Eng. R.D. 2486; Issue No. 2  
D. Eng. R.D. 2494; Issue No. 4  
MIL-G-5572D; Grade 80/87 Octane Aviation  
Gasoline (as emergency fuel only)  
ASTM D910 Aviation Gasoline Grade 100LL (as an emergency fuel only)

Oil Oils conforming to MIL-L-23699

Engine Limits	Static Sea Level Rating (I.S.A.)		
	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	665	100	923
Maximum continuous	665	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 2,000 RPM.

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Rev No.	13	6	12	6	12	6	12	6	12	12	11	6	12	11	12	12	12	13

MU-2B-25 (cont'd)

Propeller and Propeller Limits 2 Hartzell HC-B3TN-5/T10178HB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5/T10178HB-11R with 3 blades each.

Diameter: 90-3/8 inches

Pitch setting at 30 in. Station

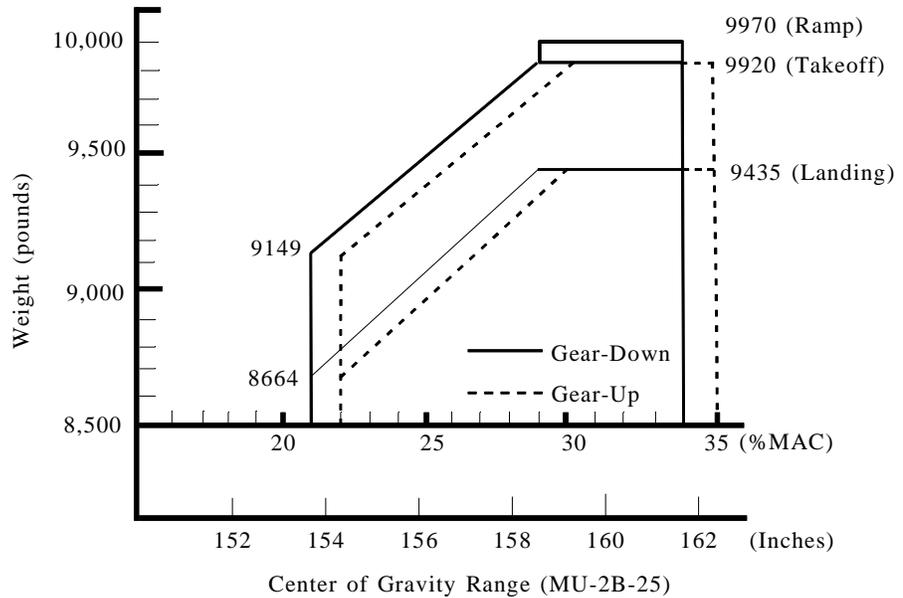
Flight Idle 12°  
 Feathered 87° ± 0.5°  
 Reverse -6.5°

Airspeed Limits (CAS)

Vmo (Maximum Operating): 250 knots (287 mph)  
 Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57 M

Vp (Maneuvering) : 181 knots (207 mph)  
 Vfe (Flaps extended)  
     Flap 5° : 175 knots (201 mph)  
     Flap 20°, 40° : 140 knots (161 mph)  
 Vlo (Landing gear operating) : 160 knots (184 mph)  
 Vle (Landing gear extended) : 162 knots (187 mph)  
 Vmc(Minimum control) : Flap 5°  
                                   100 knots (115 mph)  
                                   Flap 20°  
                                   93 knots (107 mph)

C.G. Range



Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+154.3	22	+162.2	35	9149
Condition	+159.2	30	+162.2	35	9920
Gear	+153.8	21	+161.6	35	9149
Down	+158.6	29	+161.6	34	9920
Condition	+158.6	29	+161.6	34	9970

## MU-2B-25 (cont'd)

Landing C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+154.3	22	+162.2	35	8664
Condition	+159.2	30	+162.2	35	9435
Gear Down	+153.8	21	+161.6	34	8664
Condition	+158.6	29	+161.6	34	9435

Straight line variation between points given.

Moment change due to gear retraction is +6738 In-Lbs.

Maximum zero fuel weight - 9435 lbs.

Maximum Weight Ramp: 9,970 lbs.  
Takeoff: 9,920 lbs.  
Landing: 9,435 lbs.

No. of Seats Maximum 9 (Pilot at +97.2)  
See loading instructions for passenger loading.

Maximum Baggage 574 lbs. (200 lbs. at +205.1) (220 lbs. at +230.7)  
(154 lbs. at +253.2)

		<u>Total Cap</u>	<u>Usable</u>
Fuel Capacity	Wing Tank	159 gal. (+167.3)	154 gal.
	Outer Tank	30 gal. (+163.4)	30 gal.
	Tip Tank (2 at 93 gal. ea.)	186 gal. (+155.9)	180 gal.
	Total	375 gal.	364 gal.

Fuel weights are based on 6.5 lbs./gal.

Fuel Usage Procedure The fuel quantity of each tip tank must not be more than 6.5 gallons before landing.

Oil Capacity Total 3.1 gal. (1.55 gal. each tank)  
(+138.7)

Maximum Operating Altitude 25,000 ft.

Control Surface Movements

Spoiler	Up	60°		
Aileron Trim	Up	20°	Down	20°
Elevator	Up	33°	Down	10°
Elevator Tab	Nose Up	30°	Nose Down	10°
			Nose Down	1° (If modified by S/B 079/27-010)
Rudder	Right	25°	Left	22°
Rudder Tab	Right	25°	Left	25°
Flap Outboard			Down	40°
Flap Inboard			Down	40°

Serial Nos. Eligible MU-2B-25 313 S.A.

Model MU-2B-35, 8 to 11 PCLM (Normal Category) approved January 20, 1976

Engines 2 AiResearch TPE331-6-251M  
Propeller-shaft to engine-rotor ratio 1 : 20.865

## Model MU-2B-35 (cont'd)

Fuel Fuels as designated  
 Aviation Turbine Fuel ASTM D1655-68T  
 Types Jet A, Jet A-1, and Jet B  
 MIL-T-5624G-1 Turbine Fuel; Grades JP-4 and JP-5  
 MIL-F-5616-1 Fuel; Grade JP-1  
 MIL-F-46005A (MR) - 1; Type I and II  
 D. Eng. R.D. 2482; Issue No. 2  
 D. Eng. R.D. 2486; Issue No. 2  
 D. Eng. R.D. 2494; Issue No. 4  
 MIL-G-5572D; Grade 80/87 Octane Aviation  
 Gasoline (as emergency fuel only)  
 ASTM D910 Aviation Gasoline Grade 100LL (as an emergency fuel only)

Oil Oils conforming to MIL-L-23699

## Engine Limits

	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	665	100	923
Maximum continuous	665	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 2,000 rpm.

## Propeller and Propeller Limits

2 Hartzell HC-B3TN-5/T10178HB-11 with 3 blades each or 2 Hartzell HC-B3TN-5T10178H-11R with 3 blades each.

Diameter: 90-3/8 inches

Pitch setting at 30 in. station

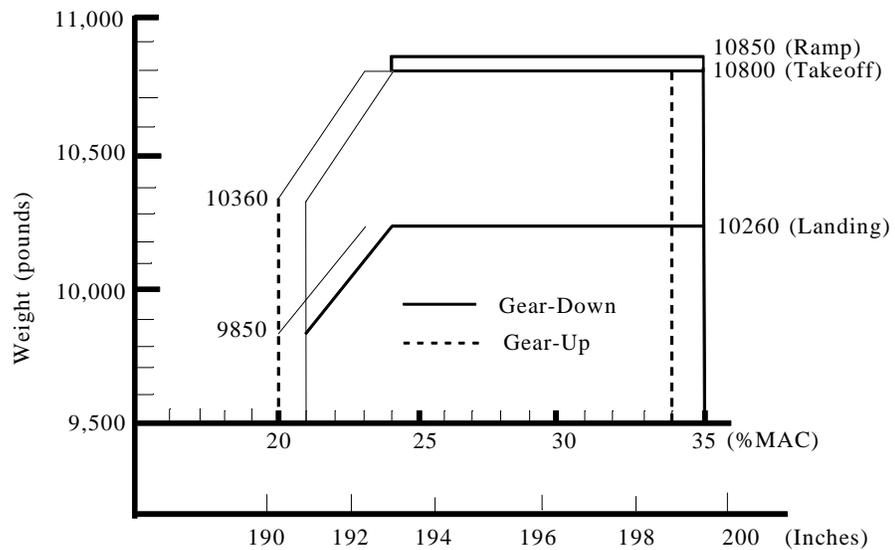
Flight Idle	12°
Feathered	87° ± 0.5°
Reverse	-6.5°

## Airspeed Limits (CAS)

V<sub>mo</sub> (Maximum Operating): 250 knots (287 mph)  
 Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for M<sub>mo</sub> = .57 M

V <sub>p</sub> (Maneuvering)	: 188 knots (216 mph)
V <sub>fe</sub> (Flaps extended)	
Flap 5°	: 175 knots (201 mph)
Flap 20°, 40°	: 146 knots (168 mph)
V <sub>lo</sub> (Landing gear operating)	
Retract	: 170 knots (195 mph)
Extend	: 170 knots (195 mph)
V <sub>le</sub> (Landing gear extended)	: 170 knots (195 mph)
V <sub>mc</sub> (Minimum control)	: 90 knots (104 mph)

## MU-2B-35 C.G. Range



Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+190.3	20	+198.8	34	10360
Condition	+192.1	23	+198.8	34	10800
Gear	+190.9	21	+199.4	35	10360
Down	+192.8	24	+199.4	35	10800
Condition	+192.8	24	+199.4	35	10850

Landing C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+190.3	20	+198.8	34	9850
Condition	+192.1	23	+198.8	34	10260
Gear Down	+190.9	21	+199.4	35	9850
Condition	+192.8	24	+199.4	35	10260

Straight line variation between points given.

Moment change due to gear retraction is -6556 in-lbs.

Maximum zero fuel weight - 9950 lbs.

Maximum weight  
 Ramp: 10,850 lbs.  
 Takeoff: 10,800 lbs.  
 Landing: 10,260 lbs.

Number of seats  
 Maximum 11 (pilot at +97.2)  
 See loading instructions for passenger loading.

Maximum baggage  
 600 lbs. at +286.8

Fuel capacity	<u>TOTAL CAP</u>	<u>USABLE</u>
Wing tank	159 gal. (+204.5)	154 gal.
Outer tank	30 gal. (+201.0)	30 gal.
Tip tank (2 at 93 gal. ea.)	186 gal. (+193.1)	180 gal.
Total	375 gal.	364 gal.

Fuel weights are based on 6.5 lbs./gal.

## MU-2B-35 (cont'd)

Fuel Usage Procedure	The fuel quantity of each tip tank must not be more than 65 gallons before landing.			
Oil capacity	Total 3.1 gal. (1.55 gal. each tank) (+175.9)			
Maximum Operating Altitude	25,000 ft.			
Control Surface Movements	Spoiler	Up	60°	
	Aileron Trim	Up	20°	Down 20°
	Elevator	Up	28°	Down 12°
	Elevator Tab	Nose Up	30°	Nose Down 10°
				Nose Down 1° (If modified by S/B 079/27-010)
	Rudder	Right	24°	Left 22°
	Rudder Tab	Right	25°	Left 25°
	Flap Outboard			Down 40°
	Flap Inboard			Down 40°
Serial Nos. Eligible	MU-2B-35	652 S.A.		

## Model MU-2B-26, 6 to 9 PCLM (Normal Category) approved March 9, 1976

Engines	2 AiResearch TPE331-6-251M Propeller-shaft to engine-rotor ratio 1 : 20.865		
Fuel	Fuels as designated:  Aviation Turbine Fuel ASTM D1655-68T Types Jet A, Jet A-1 and Jet B MIL-T-5624G-1 turbine fuel: Grades JP-4 and JP-5 MIL-F-5616-1 Fuel; Grade JP-1 MIL-F-46005A (MR) -1; Types I and II D. Eng. R.D. 2482; Issue No. 2 D. Eng. R.D. 2486; Issue No. 2 D. Eng. R.D. 2494; Issue No. 4 MIL-G-5572D; Grade 80/87 Octane Aviation Gasoline (as emergency fuel only) ASTM D910 aviation gasoline grade 100LL (as emergency fuel only)		
Oil	Oils conforming to MIL-L-23699		
Engine Limits	Static Sea Level Rating (I.S.A.)		

	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	665	100	923
Maximum continuous	665	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 2,000 rpm.

## Model MU-2B-26 (cont'd)

Propeller and Propeller Limits 2 Hartzell HC-B3TN-5/T10178HB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5/T10178HB-11R with 3 blades each.

Diameter: 90-3/8 inches

Pitch setting at 30 in. Station

Flight Idle	$12^{\circ} \pm 0.1^{\circ}$ (see Note 3)
Feathered	$87^{\circ} \pm 0.5^{\circ}$
Reverse	$-6.5^{\circ}$

## Airspeed Limits (CAS)

V<sub>mo</sub> (maximum operating) : 250 knots (287 mph)  
Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for M<sub>mo</sub> = .57

V<sub>p</sub> (Maneuvering) : 182 knots (209 mph)

V<sub>fe</sub> (Flaps extended)

Flap 5° : 175 knots (201 mph)

Flap 20°, 40° : 155 knots (178 mph)

V<sub>lo</sub> (Landing gear operating) : 170 knots (196 mph)

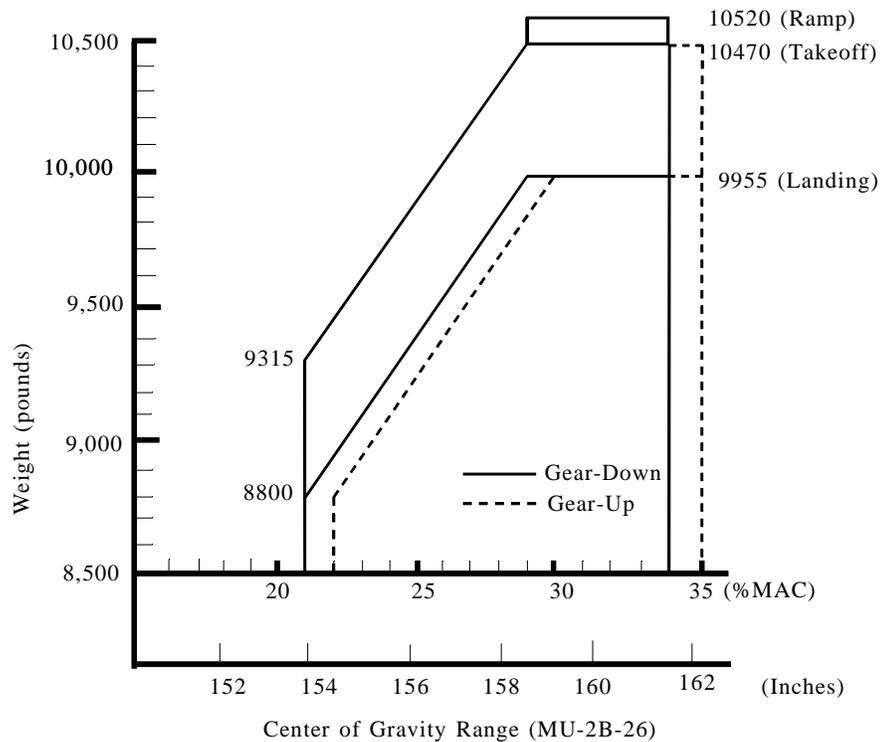
V<sub>le</sub> (Landing gear extended) : 170 knots (196 mph)

V<sub>mc</sub> (Minimum control) : Flap 5°

100 knots (115 mph)

Flap 20°

93 knots (107 mph)





---

 Model MU-2B-36, 6 to 9 PCLM (Normal Category) Approved March 9, 1976
 

---

Engines 2 AiResearch TPE331-6-251M  
Propeller-shaft to engine-rotor ratio 1: 20.865

Fuel Fuels as designated:  
Aviation Turbine Fuel ASTM D1655-68T  
Types Jet A, Jet A-1 and Jet B  
MIL-T-5624G-1 Turbine Fuel: Grades JP-4 and JP-5  
MIL-F-5616-1 Fuel; Grade JP-1  
MIL-F-46005A (MR) -1; Type I and II  
D. Eng. R.D. 2482; Issue No. 2  
D. Eng. R.D. 2486; Issue No. 2  
D. Eng. R.D. 2494; Issue No. 4  
MIL-G-5572D; Grade 80/87 octane aviation  
Gasoline (as emergency fuel only)  
ASTM D910 aviation gasoline Grade 100LL (as emergency fuel only)

Oil Oils conforming to MIL-L-23699

Engine Limits Static Sea Level Rating (I.S.A.)

	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	715	100	923
Maximum continuous	715	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 2,000 rpm.

Propeller and Propeller Limits 2 Hartzell HC-B3TN-5/T10178HB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5/T10178HB-11R with 3 blades each.

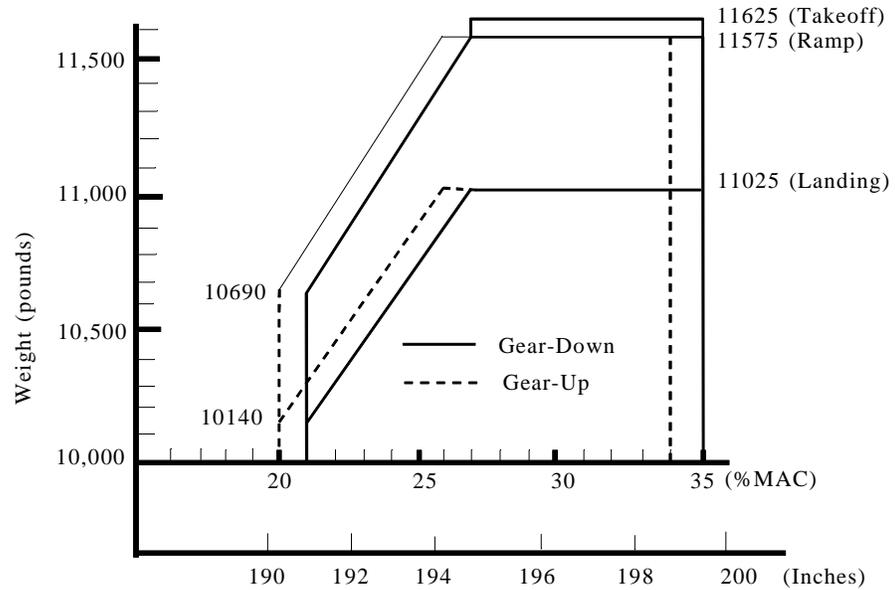
Diameter: 90-3/8 inches

Pitch setting at 30 in. station

Flight idle	12° ± 0.1° (see Note 3)
Feathered	87° ± 0.5°
Reverse	-6.5°

Airspeed Limits (CAS) V<sub>mo</sub> (maximum operating) : 250 knots (287 mph)  
Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for M<sub>mo</sub> = .57

V <sub>p</sub> (Maneuvering)	: 191 knots (220 mph)
V <sub>fe</sub> (Flaps extended)	
Flap 5°	: 175 knots (201 mph)
Flap 20°, 40°	: 155 knots (178 mph)
V <sub>lo</sub> (Landing gear operating)	: 175 knots (201 mph)
V <sub>le</sub> (Landing gear extended)	: 175 knots (196 mph)
V <sub>mc</sub> (Minimum control)	: 99 knots (114 mph)



Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+190.3	20	+198.8	34	10690
Condition	+194.0	26	+198.8	34	11575
Gear	+190.9	21	+199.4	35	10690
Down	+194.6	27	+199.4	35	11575
Condition	+194.6	27	+199.4	35	11625

Landing C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+190.3	20	+198.8	34	10140
Condition	+194.0	26	+198.8	34	11025
Gear Down	+190.9	21	+199.4	35	10140
Condition	+194.6	27	+199.4	35	11025

Straight line variation between points given.  
 Moment change due to gear retraction is -6556 in-lbs.  
 Maximum zero fuel weight - 9950 lbs.

Maximum weight Ramp: 11,625 lbs.  
 Takeoff: 11,575 lbs.  
 Landing: 11,025 lbs.

No. of seats Maximum 11 (pilot at + 97.2)  
 See loading instructions for passenger loading.

Maximum baggage 600 lbs. at +286.8

Fuel capacity	<u>TOTAL CAP</u>	<u>USABLE</u>
Wing tank	159 gal. (+204.5)	154 gal.
Outer tank	30 gal. (+201.0)	30 gal.
Tip tank (2 at 93 gal. ea.)	186 gal. (+193.1)	180 gal.
Total	375 gal.	364 gal.

Fuel weights are based on 6.5 lbs./gal.

---

**MU-2B-36 (cont'd)**


---

Fuel Usage Procedure	The fuel quantity of each tip tank must not be more than 65 gallons before landing.			
Oil Capacity	Total	3.1 gal. (1.55 gal. each tank) (+175.9)		
Maximum Operating Altitude	25,000 ft.			
Control Surface Movements	Spoiler	Up	60°	
	Aileron Trim	Up	20°	Down 20°
	Elevator	Up	28°	Down 12°
	Elevator Tab	Nose Up	30°	Nose Down 10°
				Nose Down 1° (If modified by S/B 079/27-010)
	Rudder	Right	24°	Left 22°
	Rudder Tab	Right	25°	Left 25°
	Flap Outboard			Down 40°
Flap Inboard			Down 40°	
Serial Nos. Eligible	MU-2B-36	None		

---

 Model MU-2B-26A, 6 to 9 PCLM (Normal Category) approved January 12, 1977

 Model MU-2B-40, 6 to 9 PCLM (Normal Category) approved March 2, 1978
 

---

**Engines**

Model MU-2B-26A	2 AiResearch TPE331-5-252M Propeller-shaft to engine-rotor ratio 1 : 26.2287
Model MU-2B-40	2 AiResearch TPE331-10-501M or 2 AiResearch TPE 331-10-511M Propeller-shaft to engine-rotor ratio 1 : 26.2287

**Fuels**

Fuels as designated

Aviation turbine fuel ASTM D1655-68T  
Types Jet A, Jet A-1, and Jet B  
MIL-T-5624G-1 turbine fuel; Grades JP-4 and JP-5  
MIL-F-5616-1 Fuel; Grade JP-1  
MIL-F-46005A (MR) -1; Types I and II  
D. Eng. R.D. 2482; Issue No. 2  
D. Eng. R.D. 2486; Issue No. 2  
D. Eng. R.D. 2494; Issue No. 4  
MIL-G-5572D; Grade 80/87 octane aviation  
Gasoline (as emergency fuel only)  
ASTM D910 aviation gasoline grade 100LL (as an emergency fuel only)

**Oil**

Oils conforming to MIL-L-23699

**Engine Limits**

	Static Sea Level Rating (I.S.A.)		
	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	665	100	(-26A) 923 (-40) 650
Maximum continuous	665	100	923 650
Starting transient (1 sec.)			1149 770

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 2,000 rpm.

Model MU-2B-26A, Model MU-2B-40 (cont'd)

Propeller and propeller limits 2 Hartzell HC-B4TN/5DL/LT10282HB-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN/5DL/LT10282B-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5GL/LT10282B-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5GL/LT10282HB-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5JL/LT10282K-5, 3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5JL/LT10282B-5.3R with 4 blades each.

Diameter: 98 inches

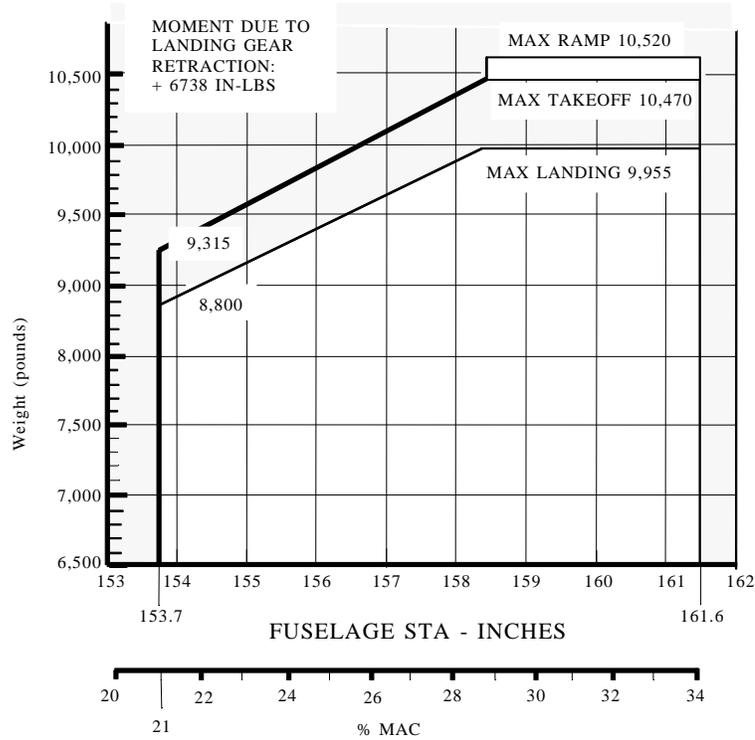
Pitch setting at 30 in. station

Flight idle	12° ± 0.1° (see Note 3)
Feathered	88° ± 0.7°
Reverse	-6.5°

Airspeed Limits (CAS) Vmo (maximum operating) : 250 knots (287 mph)  
 Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57

Vp (Maneuvering)	: 182 knots (209 mph)
Vfe (Flaps extended)	
Flap 5°	: 175 knots (201 mph)
Flap 20°, 40°	: 155 knots (178 mph)
Vlo (Landing gear operating)	: 170 knots (196 mph)
Vle (Landing gear extended)	: 170 knots (196 mph)
Vmc (Minimum control)	: Flaps 20° 93 knots (107 mph)

C.G. Range (MU-2B-26A and MU-2B-40)





---

**Model MU-2B-26A, Model MU-2B-40 (cont'd)**


---

Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Up	33°	Down	10°
	Elevator Tab	Nose Up	30°	Nose Down	10°
				Nose Down	1° (If modified by S/B 079/27-010)
	Rudder	Right	22°	Left	25°
	Rudder Tab	Right	25°	Left	25°
	Flap Outboard			Down	40°
	Flap Inboard			Down	40°
	Serial Nos. eligible	MU-2B-26A	321 S.A.	348 S.A., 350 S.A. thru 364 S.A., 366 S.A. thru 394 S.A.	
	MU-2B-40	365 S.A.	395 S.A. thru 459 S.A.		

---

**Model MU-2B-36A, 8 to 11 PCLM (Normal Category) Approved January 12, 1977**


---

**Model MU-2B-60, 8 to 11 PCLM (Normal Category) approved March 2, 1978**


---

**Engines**

Model MU-2B-36A	2 AiResearch TPE331-6-252M Propeller-shaft to engine-rotor ratio	1 : 26.2287
Model MU-2B-60	2 AiResearch TPE331-10-501M or 2 AiResearch TPE 331-10-511M Propeller-shaft to engine-rotor ratio	1 : 26.2287

**Fuel**

Fuels as designated:  
 Aviation turbine fuel ASTM D1655-68T  
 Types Jet A, Jet A-1, and Jet B  
 MIL-T-5624G-1 turbine fuel: Grades JP-4 and JP-5  
 MIL-F-5616-1 Fuel; Grade JP-1  
 MIL-F-46005A (MR) -1; Types I and II  
 D. Eng. R.D. 2482; Issue No. 2  
 D. Eng. R.D. 2486; Issue No. 2  
 D. Eng. R.D. 2494; Issue No. 4  
 MIL-G-5572D; Grade 80/87 octane aviation  
 Gasoline (as emergency fuel only)  
 ASTM D910 aviation gasoline 100LL (as emergency fuel only)

**Oil**

Oils conforming to MIL-L-23699

**Engine Limits**

	Static Sea Level Rating (I.S.A.)		
	Shaft Horsepower (SHP)	Propeller Shaft Speed (%)*	Maximum Permissible Interstage Turbine Temperature (°C)
Takeoff (5 min.)	715	100	(-36A) 923 (-60) 650
Maximum continuous	715	100	923 650
Starting transient (1 sec.)			1149 770

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

\*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101% continuous. 100% propeller shaft speed is defined as 1,591 rpm.

Model MU-2B-36A, Model MU-2B-60 (cont'd)

Propeller and Propeller Limits 2 Hartzell HC-B4TN/5DL/LT10282HB-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5DL/LT10282B-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5GL/LT10282B-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5GL/LT10282HB-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5JL/LT10282K-5.3R with 4 blades each, or  
 2 Hartzell HC-B4TN-5JL/LT10282B-5.3R with 4 blades each.

Diameter: 98 inches

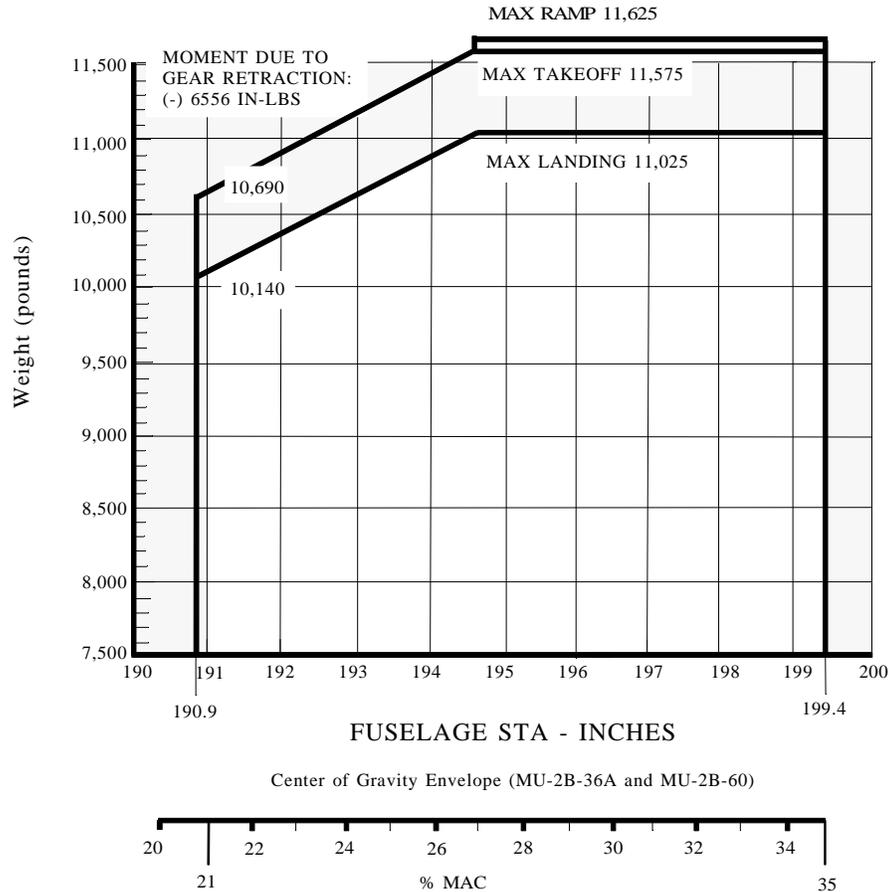
Pitch setting at 30 in. station

Flight Idle	12° ± .1° (see Note 3)
Feathered	88.0 ± .7°
Reverse	-6.5°

Airspeed Limits (CAS)

Vmo (Maximum Operating) : 250 knots (287 mph)  
 Decrease by 5 knots per 1,000 ft. above 21,300 feet to account for Mmo - .57

- Vp (Maneuvering) : 191 knots (220 mph)
- Vfe (Flaps extended)
  - Flap 5° : 175 knots (201 mph)
  - Flap 20°, 40° : 155 knots (178 mph)
- Vlo (Landing gear operating) : 175 knots (201 mph)
- Vle (Landing gear extended) : 175 knots (201 mph)
- Vmc (Minimum control) : 99 knots (114 mph)  
 (Flap deflection 20°)



## Model MU-2B-36A, Model MU-2B-60 (cont'd)

Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight
	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	10690
Condition	+194.0	26	+198.8	34	11575
Gear Down	+190.9	21	+199.4	35	10690
Condition	+194.6	27	+199.4	35	11575
	+194.6	27	+199.4	35	11625

Landing C.G. Ranges	Forward		Aft		Weight
	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	10140
Condition	+194.6	26	+198.8	34	11025
Gear Down	+190.9	21	+199.4	35	10140
Condition	+194.0	27	+199.4	35	11025

Straight line variation between points given.

Moment change due to gear retraction is -6556 in.-lbs.

Maximum zero fuel weight - 9950 lbs.

Maximum weight Ramp: 11,625 lbs.  
Takeoff: 11,575 lbs.  
Landing: 11,025 lbs.

No. of seats Maximum 11 (pilot at +97.2)  
See loading instructions for passenger loading.

Maximum baggage 600 lbs. at +286.8

Fuel capacity		<u>TOTAL CAP</u>	<u>USABLE</u>
Wing tank		159 gal. (+204.5)	154 gal.
Outer tank		* 30 gal. (+201.0)	30 gal.
		**70.6 gal. (+201.0)	69 gal.
Tip tank (2 at 93 gal. ea.)		186 gal. (+193.1)	180 gal.
Total		*375 gal.	364 gal.
		**415.6 gal.	403.0 gal.

Fuel weights are based on 6.5 lbs./gal.

\*MU-2B-36A, all S/N's, MU-2B-60, S/N 700 S.A.

\*\*MU-2B-60, S/N 731 S.A. thru 799 S.A., 1501 S.A. thru 1569 S.A.

Fuel usage procedure The fuel quantity of each tip tank must not be more than 65 gallons before landing.

Oil capacity Total 3.1 gal. (1.55 gal. each tank)  
(+175.9)

Maximum operating altitude Model MU-2B-36A 25,000 ft.  
Model MU-2B-60 31,000 ft.

---

 Model MU-2B-36A, Model MU-2B-60 (cont'd)
 

---

Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Up	28°	Down	12°
	Elevator Tab	Nose Up	30°	Nose Down	10°
				Nose Down	1° (If modified by S/B 079/27-010)
	Rudder	Right	22°	Left	24°
	Rudder Tab	Right	25°	Left	25°
	Flap Outboard			Down	40°
	Flap Inboard			Down	40°
	Serial Nos. Eligible	MU-2B-36A	661 S.A. 697 S.A. thru 699 S.A., 701 S.A. thru 730 S.A.		
	MU-2B-60	700 S.A. 731 S.A. thru 799 S.A., 1501 S.A. thru 1569 S.A. (see Note 4).			

DATA PERTINENT TO ALL MODELS

Datum	Nose of fuselage for Models MU-2B-25, MU-2B-26, MU-2B-26A, and MU-2B-40 (Forward 183.46 in. (4660 mm) from front plane of wing rear spar fuselage connecting frame). 6.69 in. (170 mm) aft of nose for Models MU-2B-35, MU-2B-36, MU-2B-36A, and MU-2B-60 (Forward 220.67 in. (5605 mm) from front plane of wing rear spar fuselage).
MAC	60.55 in. (Leading edge of MAC is at +141.03 (MU-2B-25, MU-2B-26, MU-2B-26A, and MU-2B-40, and at +178.23 (MU-2B-35, MU-2B-36, MU-2B-36A, and MU-2B-60).
Leveling means	Position spirit level on the R.H. bracket of keel (STA. 5809, STA. 6020) longitudinally, and on the channel of door actuator laterally for Models MU-2B-25, MU-2B-26, U-2B-26A, and MU-2B-40.  A plumb bob suspension crimp fitted to the channel of the pressure bulkhead (STA. 8035), and a leveling provision scale on the equipment floor in the electrical compartment for Models MU-2B-35, MU-2B-36, MU-2B-36A, and MU-2B-60.
Certification basis	CAR 3 dated May 15, 1956, including Amendments 3-1 through 3-8 plus the Special Conditions stated in FAA letter to the JCAB dated May 14, 1965, modified by FAA letters to the JCAB dated January 25, 1968, and May 12, 1971. Exemption No. 1951, dated February 4, 1974, granted an exemption from Section 21.17.  Type Certification No. A10SW issued January 20, 1976. Application for Type Certificate dated September 12, 1973.
Production basis	None (See Note 6)
Export eligibility	The Models MU-2B-26A, MU-2B-36A, MU-2B-40, and MU-2B-60 comply with French Certification requirements of the Secretariat General a l' Aviation Civile of France when modified in accordance with K940A-6006 kit installation.
Required equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for type certification.  Mitsubishi Aircraft International Report MR0128 (MU-2B-25), MRO127 (MU-2B-35), MR0130 (MU-2B-26), MR0192 (MU-2B-26A), MR0269 (MU-2B-40), MR0129 (MU-2B-36), MR0193 (MU-2B-36A) and MR0270 (MU-2B-60) contain lists of all required equipment as well as optional equipment installations approved by the FAA.
Import requirements	None

- NOTE 1: (a) Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification.
- (b) The certificate empty weight and corresponding center of gravity location must include unusable fuel and undrainable oil as flows:
- Unusable Fuel (MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-40, S/N 365) 71.5 lbs. at +161.1;  
(MU-2B-40, S/N 395 and up) 81.90 lbs. at +161.4.
- Unusable Fuel (MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-60, S/N 700) 71.5 lbs. at + 198.3;  
(MU-2B-60, S/N 731 and up) 81.90 lbs. at +198.6.
- NOTE 2. This aircraft must be operated in accordance with the FAA approved Airplane Flight Manual.
- |                            |  |
|----------------------------|--|
| Serial numbers of aircraft | The serial number under this certificate must include the letters S.A.<br>S.A. stands for San Angelo. Example: S/N xxxS.A. |
|----------------------------|--|
- NOTE 3. MU-2B-26A/-40, S/N 321SA, 348SA, 350SA through 419SA, 421SA, 422SA, and 423SA; and MU-2B-36A/-60, S/N 661SA, 697SA through 747SA, 749SA through 757SA, and 759SA through 773SA are eligible for operation with 16° propeller flight idle pitch settings. Service Bulletin SB 016/61-001 dated March 18, 1980, covers changes for use of 12° setting. Both propellers must be set for the same pitch setting, either 12° or 16°.
- NOTE 4. MU-2B-60's S/N 1570, 1571, 1572, 1573, 1574, 1575, and 1576 are not eligible for any type of airworthiness certificate. Major structural deviations and intentional internal damage were accomplished on assemblies to render them unairworthy prior to donation to institutions and organizations for educational purposes only.
- NOTE 5. Mitsubishi Heavy Industries America Inc; 15303 Dallas Parkway, Suite 685, LB-77; Dallas, Texas 75248, is licensed by Mitsubishi Heavy Industries, Ltd. to maintain the type design and to manufacture replacement and modification parts for the Model MU-2B series airplanes listed in this type certificate data sheet.
- NOTE 6. Model MU-2B series airplanes with the serial number shown on Serial Nos. eligible column herein, were manufactured by Mitsubishi Aircraft International, Inc., MU-2B-40 with Serial Nos. 458S.A. an 459S.A. and MU-2B-60 with Serial Nos. 1563S.A. through 1569S.A. were manufactured under FAA Production Certificate No. 4SW.

.....END.....