

Folkerts Michael

From: Folkerts Michael
Sent: Thursday, August 6, 2020 2:39 PM
To: Folkerts Michael
Subject: Landing distance information

From: Asako, Yoshiaki
Sent: Thursday, July 9, 2020 7:43 PM
To: Folkerts Michael
Subject: RE: Chilton, WI - MU2 accident

Hi Mike,

I apologize about the error. I believe we used a long-body model info for the weight.

Here are updated information with minimal fuel and one pilot on board for a short-body model (MU-2B-40).

Presumed Conditions:

Case #1:

200 lbs pilot, 300 lbs fuel, 7,175 lbs empty weight, 7,675 lbs landing weight, Approach Speed 97 knots, Flaps 20, Stabilized Approach (3 deg), Zero Wind, 1,000 ft altitude, 5 deg C temp, Zero Slope, and No Reverse.

Case #2:

200 lbs pilot, 600 lbs fuel, 7,175 lbs empty weight, 7,975 lbs landing weight, Approach Speed 99 knots, Flaps 20, Stabilized Approach (3 deg), Zero Wind, 1,000 ft altitude, 5 deg C temp, Zero Slope, and No Reverse.

Landing Distances:

Case #1:

1. Dry – Actual distance from 50 feet – 2,500 feet (1,000 feet in air + 1,500 feet ground roll); Safe operational distance = 4,200 feet
2. Wet – Actual distance from 50 feet – 4,250 feet (1,000 feet in air + 3,250 feet ground roll); Safe operational distance = 7,083 feet
3. Turf (same as Wet) – Actual Distance from 50 feet – 4,250 feet; Safe operational distance = 7,083 feet

Case #2:

1. Dry – Actual distance from 50 feet – 2,580 feet (1,000 feet in air + 1,580 feet ground roll); Safe operational distance = 4,300 feet
2. Wet – Actual distance from 50 feet – 4,386 feet (1,000 feet in air + 3,386 feet ground roll); Safe operational distance = 7,310 feet
3. Turf (same as Wet) – Actual Distance from 50 feet – 4,386 feet; Safe operational distance = 7,310 feet