

MU-2

Magazine

Commemorating MU-2 First Flight:
Nagoya, Japan • September 14, 1963

MU-2
50th Anniversary

JANUARY 2014

Inaugural/Anniversary Edition



What's inside:

- MU-2 Owner/Operator Richard Shine
- Negative Torque Sensing System Testing
- Sorrells' Sideslips: On the Drawing Board
- Coming Soon... PROP 2014



www.MU-2aircraft.com

Welcome to MU-2 Magazine!

With the discontinuance of AAOG Magazine last year, we at TAS and I'm sure many of you believed that we lost a very important element of communication within our MU-2 community. Several of you have asked if we thought that there would be a replacement for AAOG magazine. In discussion with its publisher Paul Neuda, he suggested that an online version of the magazine would be viable and we agreed. This issue will be the first of a quarterly publication called the "MU-2 Magazine" and will be dedicated to the MU-2. While the name is simple, we intend to continue the practice of providing you with timely and interesting information from as many sources as space will permit. MU-2 Magazine will be dedicated to all those who buy, fly and support the MU-2. It will be started as a small magazine and will grow with the number of contributors and advertisers that are willing to join us in this endeavor. We are excited about the future of the magazine and have already had a number of positive responses from both advertisers and writers.

So, we are off to a great start. In this issue, you will find articles from several

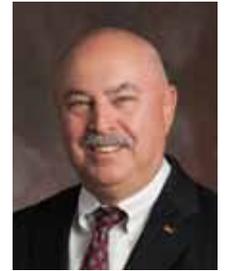
contributors. We will start this issue with this editorial about the magazine itself. Rick Wheldon presents an article on the all-important NTS system in our TPE 331s. Carol Cannon brings you an introduction to PROP 2014, meant primarily for those who have never been to this great event and our editor, Mike Taylor, will write an article based on his interview of Richard Shine, past Chairman of the Board of NBAA and an MU-2 owner. Besides this editorial, a quarterly column will be written by Ralph Sorrells, engineer and air safety investigator for Mitsubishi Heavy Industries America, Aircraft Product Support division, located in Addison, Texas.

In future issues, we will present articles, editorials and owner/operator profiles. We will provide you with updated information regarding MU-2 or media related events around the country that the MHIA or TAS staff attends or is involved in, and we will include technical articles, not only from Rick, but from some of our most important vendors. We will also include articles regarding training and the SFAR and changes of FAA policy as they happen.

Please enjoy the magazine and provide us feedback on things that you think we missed or that should be included. Of course, if you are willing to contribute to the magazine or if you have a product that you wish to advertise, please call Carol Cannon and she will let you know the details to get that accomplished. And, by the way, if you are new to the MU-2 community, we wish to welcome you to one of the finest group of owners and operators that exists for any manufacturer's aircraft. We are a passionate group of highly dedicated pilots, owners and operators who believe in the safety, integrity and future of the MU-2. Please enjoy.

Pat Cannon

Pat Cannon is President of Turbine Aircraft Services. He is an FAA Designated Pilot Examiner, former MU-2 Demo Pilot, and Safety Expert.



The Mitsubishi MU-2, one of Japan's most successful aircraft, is a high-wing, twin-engine turboprop with a pressurized cabin. Work on the MU-2 began in 1956. Designed as a light twin turboprop transport suitable for a variety of civil and military roles, the MU-2 first flew on September 14, 1963. More than 700 MU-2 aircraft were built before the aircraft went out of production in 1986. Presently, nearly 300 MU-2 aircraft remain in operation with the majority of the fleet registered in the U.S.



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Turbine Aircraft Services (TAS) is under contract to Mitsubishi Heavy Industries America, Inc. (MHIA) to assist with the support of the MU-2. TAS distributes MHIA issued publications and serves as liaison between MHIA and MHIA's contracted Service Centers, Vendors and Training Agencies.



Notice: Although this publication will provide you with useful information regarding the operation of your airplane, it is not and cannot be a substitute for your compliance with all applicable requirements from the appropriate airworthiness authorities.

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Why an NTS System?

By Rick Wheldon

Rick Wheldon is Vice President of Turbine Aircraft Services. He is a former Naval Aviator, Aeronautical Engineer, and MU-2 Demo Pilot.

When we go to training, we should hear constant emphasis that the NTS system must work properly and be checked properly before flight. If I were the instructor, the mantra might sound like “NTS check” chanted repeatedly in some metaphysical manner. Which begs the question, “why all the fuss?”

To understand what an NTS system does, I think that you need to first understand what the propeller does.

In flight, our constant speed propeller is controlled by a governor whose function is to adjust the propeller blade angle in order to maintain the set optimum engine and propeller RPM. What would happen to your airplane if the NTS system was inoperative and the engine stopped producing power? First, the propeller RPM would drop, because it is no longer being driven by the engine. The propeller governor would sense this drop, and attempt to maintain RPM by reducing blade angle in order to “speed up” the rotation and increase the RPM back to its set point. However, with no power being produced by the engine, the blade angle would continue to decrease towards flat pitch. The result is a windmilling propeller with a very low blade angle. In other words, the propeller continues to rotate, but the “wind” drives the propeller. Instead of producing thrust, the propeller produces drag... plenty of it!

Figure 1 shows drag (equivalent parasite area) plotted against propeller blade angle for a windmilling propeller. Presuming a simultaneous engine and NTS failure, as the windmilling propeller blade angle decreases during this event, drag would substantially increase. With a failed engine/failed NTS scenario, drag might be at some point A. However, with a failed engine and an operating NTS, the NTS system would drive the propeller to some higher blade angle such as point B, decreasing drag considerably. Feathering the propeller reduces drag a bit further, but by far the greatest drag reduction is achieved by the operation of the NTS system. I was initially taught that the NTS system reduces drag by about 85%.

Figure 1 also shows a plot of blade angle versus drag for a stationary propeller. Note that at low blade angles, a stationary propeller does not produce as much drag as a windmilling propeller at the same blade angle. Clearly, both rotation and flat pitch contribute to the high drag condition at point A.

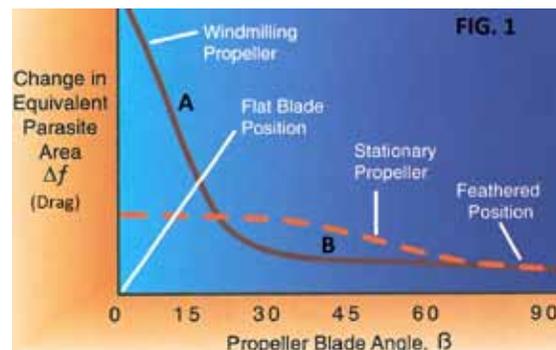
If any pilot doubts that a rotating propeller at a flat blade angle produces substantial drag, he should consider what happens when he applies ground idle or reverse after touchdown. The drag (in this case, reverse thrust) produced by driving the propeller blades to flat pitch at a -high RPM produces rapid aircraft deceleration and is analogous to the drag that would be experienced in flight with an engine and NTS failure. In flight, large deceleration with roll and yaw forces

would be experienced. With sufficient airspeed, this drag might be manageable if the propeller is promptly feathered. At minimum airspeed, the safety margin is considerably decreased.

Another example of a combination of a rotating propeller, low blade angles, engine failure, and the resultant force opposite the direction of travel is a helicopter during autorotation. To gain an appreciation for the size of the force achieved during autorotation, consider that many large helicopters weigh 20,000 pounds or more. The drag (lift) obviously can be quite substantial.

Having explained the drag issues caused by engine failures with a failed NTS, let's talk about the procedures in your flight manual, and, more particularly, some of the misconceptions you may have heard.

First, every start should be an NTS check. After the 2006 FAA review of the MU-2, starts without an NTS check were eliminated from the flight manual. The NTS Start procedure utilizes pressure from the unfeather pump to exercise the NTS pressure regulator, torque sensor and feather valve, and the starter motor acts as a negative torque signal to the torque sensor. The Beta light illuminates when the unfeather pump is depressed, due to activation of the NTS switch. If the system is working properly, as the engine starts rotating, unfeather pump pressure will build up at the torque sensor and will



be directed to the back of the feather valve, shifting the feather valve to the feather position and dumping oil pressure from

the prop dome. The pilot sees this as the Beta light (NTS switch) extinguishing. The pilot should continue to hold the unfeather button until the beta light (NTS switch) re-illuminates, indicating that the feather valve has repositioned to its normal inflight position. Of course, if your preflight NTS check fails or if you question whether or not the NTS check was valid... **DO NOT FLY THE AIRPLANE!** Make sure maintenance has thoroughly checked and repaired the system as required.

The Beta light can also be illuminated by the Beta switch, albeit at a much higher pressure. I have heard operators explain that, if the unfeather switch is released immediately after the Beta light

(continued on page 4)

Technology Review (continued)

(NTS switch) extinguishes on start, and the Beta light (Beta switch) subsequently illuminates, it indicates that the feather valve has cycled back and the NTS has been fully checked. Therefore, there is no need to continue to depress the unfeather switch.

The major fallacy here is that the AFM establishes limits on when the Beta light should extinguish and when it should re-illuminate. These limits are based on the operator continuing to depress the unfeather switch during the entire period when the Beta light is extinguished. The re-illumination is not being properly measured when the unfeather switch has been released mid-start. Note this statement from Honeywell: "Premature release of the unfeathering pump switch will result in an unsatisfactory NTS system check. Successful completion of the NTS system ground check is predicated upon energizing the unfeathering pump throughout the check sequence."

Another poor technique I have become aware of involves the Supplemental NTS check (for operators with 4-bladed props). According to this line of thought, if the propeller RPM does not increase to the overspeed governor setting during takeoff (i.e., it stabilizes at 100–101% RPM instead of 103–105%), the propeller reset function has actuated and you will have propeller governor pressure available to the torque sensor. This is poor technique for several reasons. First, using this technique, the pilot is evaluating the NTS during the takeoff roll, one of his most busy periods, instead of after start. This adds one more unnecessary task to be performed during this most critical phase of flight. Second, the proper Supplemental NTS check notes RPM stabilization on the prop governor low setting, usually 95–96% RPM with the Condition Lever at Taxi. A clogged orifice results in a stabilized RPM 5–8% higher and is easily identified

after start. Essentially, a pilot using this short-cut procedure is operating outside of the flight manual, which is a hazardous attitude indeed!

I hope that this discussion has provided some understanding as to the reasons for conducting proper NTS checks (and Supplemental NTS checks, for MU-2s with four-bladed propellers) prior to every flight. Additionally, operators should be aware that in flight NTS checks are required after certain types of maintenance described in the AlliedSignal Maintenance Manual for your engines. In flight NTS checks can be safely and easily conducted if certain precautions are followed. These precautions are described in MU-2 Service News 120 (applicable to early model MU-2 airplanes), and Service News 074/05-005, (applicable to later model MU-2 airplanes). Additionally, in the Expanded Section of your MU-2 Approved Checklist is a procedure entitled INFLIGHT NTS CHECK (FEATHERING OPERATION). This section of the checklist provides all AFM procedures, as well as tips and suggestions to accomplish the check. Finally, if you are uncomfortable with an in-flight NTS shutdown, you might hire a pilot to assist, who has experience with this procedure.

For those of you that want to further pursue this or other operational topics about your MU-2, Turbine Aircraft Services has compiled the various articles I've written over the last 15 years on our web site, <http://turbineair.com/technical-center/>. These articles were originally written for MITS (later AAOG) Magazine, which has recently ceased publishing. I hope that some information posted could be of benefit to your operation. If there are questions, please feel free to contact me at 214-649-2287 or wheldon3@turbineair.com. Fly safe! 

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Dick Shine: The use of a business aircraft was the reason for growth and survival of the company.

By Mike Taylor

Dick Shine is a friendly, talkative gentleman. It became apparent that a none-too-short list of questions would be necessary to unveil his story and gain some insight into his passion for both business and aviation. Today, Dick, or Richard to some, sits on the board of National Business Aviation Association (NBAA)—an organization that began in 1947 within the non-commercial and non-military, general aviation community. NBAA advocates use of aircraft for business purposes. As a business owner, Dick revealed his experience, and testament, to using his talents as a pilot and the resources of aircraft for the combined growth and success of his business and career.



Manitoba Corporation, a business situated in western New York state, was founded by Solomon Shine, a European immigrant born in 1870 who came to the U.S. with next to nothing. He wheeled a pushcart around factories of the Buffalo-Niagara Falls metro areas collecting metals and other items for recycle. Buffalo was at the time the 8th largest city in the United States. Following World War I, Solomon founded the business. And in 1916, S. Shine and Son was started on a demand for recycled metals. Solomon's son, Nathan Shine, would later form Manitoba Corp. with business partner Joseph Baker.

Acting as the current CEO and Chief Pilot of Manitoba Corp., Dick Shine represents the third generation of the family-owned business. Dick graduated from the University at Buffalo, then went on active duty in the Air Force where he trained and piloted C-130 transport aircraft and later C-141 strategic airlifter. In 1970, Dick completed his tour of duty and faced a decision. He could pursue a career as a commercial pilot or join his father and Joe Baker in business. A declining commercial airline market with a glut of ex-military pilots led him to choose to go to work for Manitoba Corp.

Dick dutifully shouldered the responsibility and has helped to grow the company into what it is today. To his pleasure and constitution, Dick continues his flying and has carefully integrated both business and aviation pursuits. Manitoba operates a Mitsubishi MU-2 aircraft for business use. According to Dick, the MU-2 enables the company to reach out to new customer prospects that otherwise would be impossible.

Today, Dick's two sons work at Manitoba Corp. The business has prospered as a non-ferrous metals recycler. But the road to success has seen its lean times. While the company started as a "local" business serving industry in the Buffalo area, essentially being a "middle man" collecting and reselling materials, Dick's father and grandfather made a modest living at it. As business declined, competitors closed. At the time, steel mills and industry in western New York were closing. However, in spite of these changes Manitoba Corp. grew and prospered because, according to Dick, "they knew how to fly and utilize a business aircraft." Dick continued, "There

were few employees at Manitoba and they could not be away from the office for long. With the aircraft, day trips would include several calls; then we would be back in office the following morning. This flexibility, due to the use of a business aircraft, was the reason for growth and survival of the company."

A one-half interest in a single engine airplane, "a very basic Debonair," was the starting point for using an aircraft to further grow Manitoba. It added the capability to fly to locations farther away allowing Dick to "knock on doors" in areas never before served.

Manitoba later bought a twin piston for improved reliability and speed. The company owned and operated several twin-engine aircraft from 1972–1981. Having effectively expanded its territory, Manitoba opened a new facility in St. Louis, Missouri.

Dick recounted a flight from Niagra to Dayton whereby his MU-2 was taxiing and departing minutes behind a Citation Jet. On landing in Dayton, Dick observed that same Citation beginning to unload its passengers. That 80-minute flight confirmed the purchase of the MU-2 was well reasoned.

Dick bought his first 1981 K-model following a conversation with a friend who sold MU-2s. He conceded, chuckling, the decision was an emotional one because it looked like a 2-engine C-130, but following about 5-6 hours of flying, admitted he fell in love with the airplane. Unfortunately, he kept it only for 1-1/2 years as business dropped off.

Meanwhile, Dick joined the Niagra Falls Air Force Reserve Unit to fly C-130's where he served proudly for 20 years. He later bought his second MU-2, a 1995 Solitaire, which he still owns today. There was only one choice of aircraft this time. "After having owned one previously," he said, "no other aircraft could compete; jets were far more expensive to operate."

When I asked about the likelihood of many flights between Buffalo and St. Louis, Dick enthusiastically recalled, "In over 18 years of flying the MU-2, there was one, maybe two trips that were cancelled due to unscheduled maintenance. My experience is a testament to its reliability. The resources available for service and support are incredible."

Dick concluded, "I thoroughly enjoy flying the MU-2. I'm not sure what my career would have been had I not become a pilot."

Dick Shine

- Retired Air Force Colonel, 26-year military veteran
- CEO and Chief Pilot of Manitoba Corp.
- NBAA former Chairman and Vice Chairman





Dear MU-2 Magazine Reader,

My name is Richard Shine, and I am the CEO and Chief Pilot of Manitoba Corporation, a family-owned metal recycling company founded by my grandfather in 1916, and based in Lancaster, NY. Like many of you, my business would not exist today without my Mitsubishi

MU-2. It has allowed us to go outside our region and generate the product we need to stay in business. We're able to make quick trips, see the right people, and yet be back to mind the store. And for nearly 20 years, our NBAA Membership has been indispensable in that process, ensuring we use our aircraft as safely, efficiently and cost-effectively as possible to achieve success for our company.

I believe so strongly in NBAA, in fact, that in 2008 I joined the Board of Directors and am now a past chairman. I am committed to ensuring that the many small and mid-sized companies in NBAA's Membership continue to have a strong voice on the Board.

I have often been asked, "As an MU-2 operator, why do you belong to NBAA?" And my answer is always the same: If you use your airplane for business – no matter how large or small the plane or the company – NBAA has resources to help you succeed. In fact, there are a number of Member benefits designed *specifically* for owner/operators, single pilots and anyone using a light business aircraft (LBA). Here are just a few I think you will find particularly useful:

- **LBA Flight Operations Manual** – provides guidance on topics such as safety management systems (SMS), standard operating procedures, qualifications and training, and includes a risk assessment tool designed specifically for LBA operators.
- **Operations Service Group and NBAA's Website** – gives you access to expert help on *any* issue you face. Whether it's a question on taxes, regulatory changes, personal use of your aircraft or any number of topics, you can research and find the information on www.nbaa.org, or simply call or email one of the on-staff industry experts in NBAA's Operations Service Group Help Desk, and they will have the answers you need.
- **Reimbursement of Flight Expenses for Owner Pilots Handbook** – a comprehensive reference guide to help you gain the maximum Federal reimbursement cost benefit from your airplane.
- **Frontline Advocacy** – NBAA represents the interests of *every* company using an airplane for business, working hard to fight onerous proposals like user fees – which could have a devastating impact on your business and your bottom line. Adding your voice to NBAA's will greatly strengthen the Association's work in Washington, and help protect the future of this industry.

I would like to extend a special offer of \$189 first-year dues to all of my fellow MU-2 Magazine readers. Simply join online at www.nbaa.org/join/MU2 and enter Promotional Code: **MU2MAG** when prompted in the payment section. I look forward to welcoming you as a fellow Member.

Sincerely,

Richard Shine
CEO and Chief Pilot, Manitoba Corporation
Past Chairman, NBAA Board of Directors

Sorrells' Sidelips

By
Ralph Sorrells-MHIA Deputy General Manager

Greetings to the Mitsubishi MU-2 Community. This column is the first but hopefully not the last to provide some updates and insights into a few activities and projects that are "on the drawing board" so to speak at MHIA and MHI.



We just finished meeting with program managers from MHI in Japan and I'm pleased to confirm that MHIA and our parent company, MHI, remain dedicated to flight safety and continuing top rated support of the MU-2 fleet and to the owners and pilots who fly them. We are aware of and appreciate your overwhelming support of us as well.

So what are we looking at as possible future improvements for the MU-2 Program?



In view of the strong interest in Angle of Attack (AOA) system that we've been seeing in general aviation publications, the NBAA, GAMA, the FAA, and NTSB to name a few alphabet groups, MHIA is looking into finding and certifying an inexpensive but effective AOA system for the MU-2.

Of course such a system would need to provide accurate angle of attack information for all flap positions. MHIA's Engineering Department is working closely with an AOA system manufacturer, Alpha Systems, to check the feasibility for such a system.

Benefits of an AOA system, besides the obvious alert when reaching a critical angle of attack prior to stall, include assistance during cruise to help find the most efficient flight configuration and it can be helpful in making those smooth landings consistently reducing tire and brake wear.

It would be helpful if the MU-2 operators would let us know if you would be interested in 1) an AOA system for your airplane and 2) what you would consider a reasonable price for it? Would a unit price of something less than \$5000 be acceptable? If not, what would be acceptable? Please send comments to r_sorrells@mhiahq.com



And those leaking sniffle valves? MHIA Engineering has identified a new supplier who would manufacture and incorporate improvements in the internal design. More information on this program is forthcoming.

Keep 'em flying safely.



Coming Soon... PROP 2014

By Carol Cannon

Many of you are familiar with the PROP (Pilots' Review of Proficiency) series of seminars, but there are also many new MU-2 owners and/or operators out there who have never heard of it. PROP is presented every other year (even numbered) under the sponsorship of Mitsubishi Heavy Industries America, SimCom and Honeywell. Turbine Aircraft Services is the organizer and coordinator of the event. It is a 1-½ day seminar that is geared to the Mitsubishi MU-2 aircraft, however, it is "chock-full" of useful information for non-MU-2 pilots and even for those who aren't pilots but who might fly right seat.

PROP 2014 will be held in the following cities:

Dallas, TX	March 21 – 22, 2014
Phoenix, AZ	April 11 – 12, 2014
Orlando, FL	April 25 – 26, 2014
Columbus, OH	May 2 – 3, 2014

Attendee check-in for PROP will open on Friday morning as will the Exhibitor Room, and the opening remarks and introductions will begin at 10:00 AM. Seminar topics for Friday include Single Engine Performance, Ramp Check, High Altitude Operations, SFAR/Profile Update, Ops, and Accident Analysis.

On Saturday, introductions will begin at 8:00 AM. The topics for Saturday's schedule include Human Factors, Accident Analysis, Overwater Operations, Service Information Update, Engine Ops, and Common Training Problems, concluding with a Question and Answer period. The Human Factors topic will be presented by Mr. Dan McCune, Vice President of Safety at Embry Riddle University and will include analysis and classification of various human factors.

PROP 2014 will feature Friday evening receptions in each city, all of which will be held at the Host FBO hangars. The receptions are always fun—good food, good beverages, good entertainment, good MU-2 talk—and you get to look at all of the MU-2s that flew in to the event. Plus a two-ship fly by. What could be better?

All in all, two days full of information that will be invaluable to all who attend. Not to mention the neat gifts that are given to all attendees, the luscious lunches, the enjoyable receptions, and, of course, the door prizes furnished by our wonderful exhibitors and sponsors.

And so you say, "How much does this cost?" HA! Not a penny!! The PROP seminars are free to all who attend. No other manufacturer offers such a complete package for such a low cost. All you have to do is get there and pay for your room. Not only is this event a bargain, but it is so worth your time!

Prior to the official start of PROP 2014, we are offering two different

optional courses. In Dallas and Orlando, a Comprehensive Airborne Radar Course will be offered, presented by Erik Eliel. Some of you may remember a number of years ago Archie Trammel's Radar Course was offered prior to PROP. Archie has since retired, however Mr. Eliel is a worthy successor to Archie's teachings. The Airborne Radar Course will be presented on Thursday before PROP in Dallas and Orlando. The fee for this course is \$225.

In Phoenix and Columbus, the TPE-331 Pilot's Familiarization Course will be offered. It will be presented on the Wednesday and Thursday before PROP begins. The TPE-331 Course will be instructed by Don Ross and has been given very high marks by all who have attended in the past. The TPE course fee is \$300. Both of the optional courses are being offered only to PROP attendees and are subsidized by MHIA in an effort to give a well-rounded event.

A breakout session that has proven to be very popular is the Non-Pilot Demonstration Course. This course will teach the students what to do if the pilot becomes incapacitated. It will be offered on Saturday at 10:00 AM in each city and will be presented by Mr. Tom Goonen, SimCom instructor. I have personally taken the course with Tom and can say that he is an excellent instructor, and I learned a lot during the class. In Orlando each Non-Pilot Demonstration Course attendee will be able to complete a ½-hour sim session in SimCom's MU-2 simulator. This is really an incredible opportunity for anyone who regularly flies but doesn't have any idea of how to handle this type of emergency. As a separate activity, Tom will also be conducting SimCom tours and sim demos on Friday in Orlando prior to the start of PROP.

There will be a host of Exhibitors showing their wares in the Exhibitor Room, and Sponsorship packages have been made available for PROP 2014. You will see new companies as either Exhibitors or Sponsors (or both), along with some of the Exhibitors who have been represented at PROP for many years.

PROP is an event that you can't afford to miss. Here are a few of the comments that were written on some of the PROP 2012 critiques:

- *BEST VIDEO of owners/operators yet—truly spectacular!*
- *I can see that this program is of significant benefit for safety info and practical approaches to MU-2 safety & operation.*
- *I was especially impressed with the owner/pilot participation and enthusiasm.*
- *Best aviation conference I have attended.*
- *A most thorough seminar with professional, in-depth presentation.*

Join us at one (or more) of the PROP 2014 cities. Register today at www.mu-2aircraft.com or www.turbineair.com. For further information call Carol Cannon at (972) 248-3108, Ext. 211.



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Owen & Bob
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