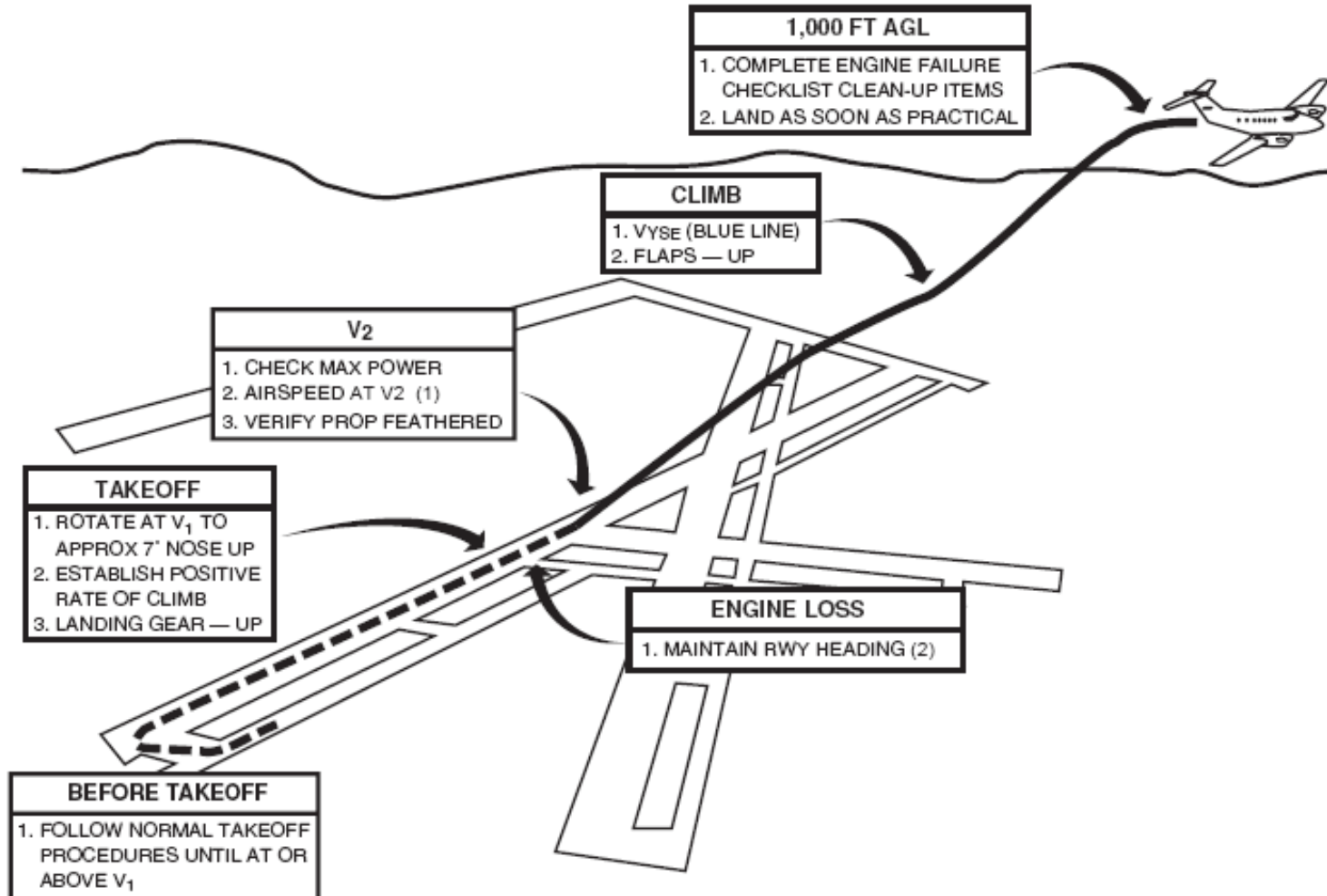


KING AIR 200

ENGINE FAILURE AT V1



(1) DO NOT RETARD FAILED ENGINE POWER LEVER UNTIL THE AUTOFEATHER SYSTEM HAS COMPLETELY STOPPED PROPELLER ROTATION.

(2) IT MAY BE NECESSARY TO BANK AS MUCH AS 5° INTO THE GOOD ENGINE TO MAINTAIN RUNWAY HEADING.
IT WILL TAKE ALMOST FULL RUDDER ON THE SIDE OF THE GOOD ENGINE TO KEEP THE BALL SLIGHTLY OFF CENTER.