

KU-KEN-411

No. TCD -1768-1-85

Date June 24, 1985

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to : Mitsubishi Model  
 MU-2B/-10/-15/-20/-25/-26: S/N 008 thru 347 (except S/N 313 and 321)  
 MU-2B-30/-35/-36: S/N 501 thru 696 (except S/N 652 and 661 )

2. Compliance required as indicated, unless already accomplished.  
 To prevent the fatigue failure of the nose landing gear (NLG) strut assembly, accomplish the following;

- 2.1  
 With respect to the NLG strut assembly with 4,000 or more hours time in service on the effective date of this AD, within the next 200 hours time in service after the effective date of this AD, and thereafter at intervals not to exceed 200 hours time in service from the last inspection, inspect for cracks of all affected parts specified in table 1 of this AD, using magnetic flux inspection method or fluorescent penetrant inspection method in accordance with "Instructions" part I of Mitsubishi MU-2 Service Bulletin No. 181, Revision B, dated April 8, 1985 or its later JCAB approved revisions.
- 2.2  
 With respect to the NLG strut assembly with less than 4,000 hours time in service on the effective date of this AD, for the Outer Cylinder Assy of the affected parts specified in table 1 of this AD, within the next 200 hours time in service after the effective date of this AD, and for the other affected parts, within 4,200 hours time in service, and thereafter for both of them at intervals not to exceed 200 hours time in service from the last inspection, inspect for cracks, using magnetic

flux inspection method or fluorescent penetrant inspection method in accordance with "Instructions" part I of Mitsubishi MU-2 Service Bulletin No. 181, Revision B or its later JCAB approved revisions.

## 2.3

If cracks are found during the inspection required by paragraph 2.1 or 2.2 of this AD, prior to further flight, replace the cracked parts with "SP" marked parts in accordance with "Instructions" part II of Mitsubishi MU-2 Service Bulletin No. 181 or its later JCAB approved revisions. The inspection of paragraph 2.1 and 2.2 is not required for the replaced parts with "SP" mark.

## 3. Remarks

## 3.1

This AD is effective on July 12, 1985.

## 3.2

Mitsubishi MU-2 Service Bulletin No. 181, Revision B, dated April 8, 1985 or its later JCAB approved revisions pertain to this subject.

Table 1 : NLG Strut assembly

AIRCRAFT MODELS & STRUT ASSY PART NUMBER	MANUFACTURER'S SERIAL NUMBER OF NLG STURT ASSY	AFFECTED PARTS
MU-2B/-10/-15/-20/-25/-26 010A-39131 010A-39131-21 010A-39131-31 010A-39131-41 010A-39131-61	A001 thru A237	<ul style="list-style-type: none"> <li>◦ Outer Cylinder Assy</li> <li>◦ Axle Assy</li> <li>◦ Trunnion</li> </ul>
	A238 and A241 thru A244	<ul style="list-style-type: none"> <li>◦ Outer Cylinder Assy</li> <li>◦ Trunnion</li> </ul>
	A239, A240, A245 and subsequent	<ul style="list-style-type: none"> <li>◦ Trunnion</li> </ul>
MU-2B-30/-35/-36 030A-39111 030A-39111-11 030A-39111-21	A001 thru A093	<ul style="list-style-type: none"> <li>◦ Outer Cylinder Assy</li> <li>◦ Axle Assy</li> <li>◦ Trunnion</li> </ul>
	A094 thru A096 and A100	<ul style="list-style-type: none"> <li>◦ Axle Assy</li> <li>◦ Trunnion</li> </ul>
	A097 thru A099 A101 and subsequent	<ul style="list-style-type: none"> <li>◦ Trunnion</li> </ul>

NOTE

Inspection and/or replacement is not required for the listed affected parts to which identification mark "SP" is applied in the vicinity of each part number because the improved parts are identified with "SP".