

KU-KEN- 62

No.TCD- 2252-83

Date February 4, 1983

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Mitsubishi MU-2B/-10/-15/-20/-25/-26: S/N 005 thru 347  
(except S/N 313 and 321) and MU-2B-30/-35/-36: S/N 501 thru  
696 (except S/N 652 and 661)

2. Compliance required as indicated

To prevent the failure of the joint of the torque tube assembly in flap control system resulting from fatigue, accomplish the following unless already accomplished.

- 2.1 For the airplane installed with the joint P/N 010A-61254 of torque tube assy, accomplish paragraph 2.1.1 thru 2.1.4 of this AD.
  - 2.1.1 For the airplane with 4,000 total flight hours or more on the effective date of this AD, inspect and, if necessary, replace the joint with a serviceable one in accordance with Part 1 of Mitsubishi MU-2 Service Bulletin No. 189 (hereinafter referred to as "SB189") within 100 flight hours after the effective date of this AD and thereafter at intervals not to exceed 100 flight hours after the last inspection.
  - 2.1.2 For the airplane with less than 4,000 total flight hours on the effective date of this AD, inspect and, if necessary, replace the joint with a serviceable one in accordance with Part 1 of SB189

within 4,100 total flight hours and thereafter at intervals not to exceed 100 flight hours after the last inspection.

2.1.3 After the joint is replaced with the improved joint P/N 010A-61254-3 in accordance with Part 1A of SB189, inspection prescribed in paragraph 2.1.1 and 2.1.2 is not required.

2.1.4 After the joint is replaced with the new original joint P/N 010A-61254 in accordance with Part 1A of SB189, inspect in accordance with Part 1 of SB189 within 4,100 flight hours after replacement and thereafter at intervals not to exceed 100 flight hours after the last inspection.

2.2 For the airplane installed with other than the joint P/N 010A-61254 of torque tube assy, accomplish 2.2.1 thru 2.2.4 of this AD.

2.2.1 For the airplane with 4,000 total flight hours or more on the effective date of this AD, inspect and, if necessary, replace the joint with a serviceable one in accordance with Part 2 of SB189 within 100 flight hours after the effective date of this AD and thereafter at intervals not to exceed 500 flight hours after the last inspection.

2.2.2 For the airplane with less than 4,000 total flight hours on the effective date of this AD, inspect and, if necessary, replace the joint with a serviceable one in accordance with Part 2 of SB189 within 4,100 total flight hours and thereafter at intervals not to exceed 500 flight hours after the last inspection.

2.2.3 After the joint is replaced with the improved joint P/N 010A-61255-9 in accordance with Part 2A of SB189, inspection prescribed in paragraph 2.2.1 and 2.2.2 is not required.

2.2.4 After the joint is replaced with the new original joint P/N 010A-61255-3 in accordance with Part 2A of SB189, inspect in accordance with Part 2 of SB189 within 4,100 flight hours after replacement and thereafter at intervals not to exceed 500 flight hours after the last inspection.

## 3. Remarks

3.1 Effective date: March 2, 1983

3.2 Mitsubishi MU-2 Service Bulletin No. 189 (dated Jan. 14, 1983)  
pertains to this AD.