

KU-KEN-219

No. TCD-2263-83

Date March 7, 1983

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

MITSUBISHI

1. Applies to: MU-2B-30/-35/-36: S/N 501 thru 696 (except S/N 652 and 661)

2. Compliance required as indicated

To prevent possible failure of the bracket attaching left-hand drag strut of nose landing gear, accomplish the following, unless already accomplished.

- 2.1 In accordance with Part I of Mitsubishi MU-2 Service Bulletin No. 195 dated Feb. 10, 1983 or later JCAB approved revisions (hereinafter referred to as SB195), inspect the bracket (P/N 030A-31121) according to the following schedule:

Bracket total time in
service on the effective
date of this AD

Inspect

1,000 hours or more

Within 100 hours in service after the effective date of this AD.

Less than 1,000 hours

Before accumulation of 1,100 hours in service.

2.2 If cracks are found by the inspection of paragraph 2.1 of this AD, accomplish paragraph 2.2.1 of this AD. If no cracks are found, accomplish 2.2.2 of this AD.

2.2.1 In accordance with Part II of SB 195, replace the bracket with the improved type (P/N 030A-31121-11) according to the following schedule:

<u>Crack length</u>	<u>Replace</u>
1 inch or longer	Within 100 hours in service after the inspection of paragraph 2.1.
Shorter than 1 inch	Within 1,000 hours in service after the inspection of paragraph 2.1.

2.2.2 In accordance with Part II of SB 195, replace the bracket with the improved type (P/N 030A-31121-11) within 2,000 hours in service after the inspection of paragraph 2.2.1 of this AD.

3 Remarks

3.1 Effective date: April 13, 1983

3.2 Mitsubishi MU-2 Service Bulletin No. 195 pertains to this AD.