

KU-KI-923		No. TCD-3740A-98
Date August 17, 1998		
<p>Japan Civil Aviation Bureau</p> <p>TAIKUSEI-KAIZEN-TSUHO</p> <p><u>Airworthiness Directive</u></p> <p>The undermentioned examinations or modifications are mandatory</p>		
<p>1. Applies to : Mitsubishi Heavy Industries (MHI) Model MU-2B/-10/-15/-20/-25/-26 airplanes : Serial Number (S/N) 008 through 347 (except S/N 313 and 321); and MU-2B-30/-35/-36 airplanes : S/N 501 through 696 (except S/N 652 and 661)</p>		
<p>2. Compliance required as indicated, unless already accomplished.</p> <p>To prevent the loss of airplane control due to the excessive elevator nose-down trim deflection in case of autopilot system malfunction, accomplish the following.</p> <p>2.1 Within 100 hours time in service after November 4, 1992 (the effective date of the AD No. TCD-3740-92 (KU-KI-1272) or by May 3, 1993, whichever occurs earlier, modify the autopilot system to reduce the nose-down trim range in accordance with MHI MU-2 Service Bulletin No. 216, dated September 11, 1992 or further JCAB approved revisions.</p> <p>2.2 Within 100 hours time in service after the effective date of this AD, modify the elevator trim indicator in accordance with MHI MU-2 Service Bulletin No. 228, dated July 13, 1998 or further JCAB approved revisions.</p>		

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2.3 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.		
<p>3. Remarks</p> <p>3.1 This AD becomes effective on August 24, 1998.</p> <p>3.2 MHI MU-2 Service Bulletin No. 216 dated September 11, 1992 , No. 228 dated July 13, 1998 and further JCAB approved revisions pertain to this subject.</p> <p>3.3 This AD supersedes AD No.TCD-3740-92 dated November 4, 1992.</p>		