

KU-KI-158

TCD-4310-96

DATE March 25, 1996

Japan Civil Aviation Bureau  
TAIKUSEI-KAIZEN-TSUHOU  
Airworthiness Directive

The undermentioned examination or modification is mandatory.

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

2. Compliance required as indicated, unless already accomplished.

To prevent the wing tip tank from separating from aircraft due to the corrosion of incorrect bolt, accomplish the following:

2.1 Within 100 flight hours after the effective date of this AD, inspect to ensure the parts number (P/N) of the fitting attaching bolts in accordance with Mitsubishi Heavy Industry MU-2 Service Bulletin No.225, dated September29,1995, or its later JCAB - approved revisions.

2.2 Unless the inspected bolt is inspected and positively determined to be a genuine MHI special bolt (P/N 017A-12887 or P/N 017A-12887-3), replace the suspect bolt with P/N017A-12887-5 or P/N 017A-

12887-7 bolt depending on the effectively in accordance with Mitsubishi Heavy Industry MU-2 Service Bulletin No.225, dated September 29, 1995, or its later JCAB-approved revisions.

- 2.3 If a genuine Mitsubishi Heavy Industry special bolt as installed, as a results of the inspection described in paragraph 2.1 of this AD, add an identifying mark in white on the bolt head in accordance with Mitsubishi Heavy Industry MU-2 Service Bulletin No.225, dated September 29, 1995, or its later JCAB-approved revisions.

### 3. Remarks

- 3.1 This AD becomes effective on April 19, 1996.
- 3.2 Mitsubishi Heavy Industry MU-2 Service Bulletin No.225 dated September 29, 1995 pertains to this subject.