



MU-2

SERVICE LETTER

MITSUBISHI HEAVY INDUSTRIES, LTD.
NAGOYA AEROSPACE SYSTEMS WORKS
10 OYE-CHO, MINATO-KU, NAGOYA, JAPAN

JCAB T.C. : No. 102

DATE: February 16, 2018

FAA T.C. : No. 075/71-012

SUBJECT: Honeywell Operating Information Letter (OIL) OI331-11R15

MODEL EFFECTIVITY: All MU-2B Airplanes

PURPOSE

This Service Letter is issued to ensure that owners/operators of MU-2B airplanes are aware of the release of Honeywell Operating Information Letter (OIL) OI331-11R15 and have received a copy of the attached OIL. If you have any questions, please contact Honeywell utilizing the contact information provided in the OIL.

The OIL recommends the installation of an Auto-Ignition System which Mitsubishi Heavy Industries, Ltd. (MHI) agrees with. MHI has issued two Service Bulletins (S/B 226E for A2PC airplanes and S/B 086/74-002A for A10SW airplanes) to install an Auto-Ignition System in addition to the existing Continuous Ignition System to reduce the possibility of engine flame-out when icing conditions are encountered and the continuous ignition is not selected.

As noted in the OIL, these general procedures do not supersede the information on operation in icing conditions presented in the JCAB and FAA approved Airplane Flight Manual for your particular model of MU-2B. (See NOTE below.) They do, however, serve as a reminder of the importance of using the engine anti-ice and ignition systems properly when operating in known or potential icing conditions. We remind pilots that icing can occur at any time of the year if the temperature and cloud moisture content are within the icing range.

NOTE

If your airplane is equipped with the Auto-Ignition System, the ignition switches should be placed in the "CONT" position when actual or potential icing conditions exist or in the "ON" position if the Auto-Ignition System is not installed. This includes all flight operations in any form of visible moisture when the outside air temperature is +10° C or less or the indicated OAT (RAT) is +10° C or less, when ice remains on the aircraft surfaces and/or during takeoff, climb out and landing when ice, rain, water, slush and/or snow is present on the runway.