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**SN 201
SN 150/32-017
Preventative Maintenance – Nose Landing Gear System**

NOTE

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SERVICE NEWS

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

JCAB T.C. : No. 201
FAA T.C. : No. 150/32-017

DATE: October 25, 2019

SUBJECT: Preventative Maintenance – Nose Landing Gear System

MODELS AFFECTED: All MU-2B Airplanes

Mitsubishi Heavy industries America, Inc. (MHIA) received a report of a cracked Eccentric Bolt (P/N 037A-39117-5) in a later short model MU-2 aircraft. This cracked bolt was found as a result of compliance with Non-Destructive Testing (NDT- magnetic particle inspection) performed in accordance with Mitsubishi Heavy Industries Ltd. (MHI) Service Recommendation No. 046/32-004 dated February 28, 2017 and the applicable MU-2 Maintenance Manual procedures. By discovering the crack through the NDT inspection process a potential complete failure of the bolt and gear collapse during taxiing and/or landing likely was prevented.

Eccentric Bolts (P/N 037A-39117-5) for short model MU-2 aircraft S/N 366SA and above are replaced every 4,000 hours in service in accordance with the MHI Maintenance Requirements Manual (MRM). It appears that this particular bolt cracked prematurely before 4,000 hours in service. Therefore, MHIA strongly recommends that all MU-2 owners and operators of aircraft with an Eccentric Bolt installed (S/N 366SA and above) conduct NDT on these Eccentric Bolts during the next 600 hour or three year periodic inspection. MHIA requests that any cracked bolts to be reported to MHIA immediately.

For all aircraft, it is important to have the nose landing gear on your MU-2 properly rigged by certified mechanics with MU-2 maintenance experience. When retracting the nose landing gear with a simulated load on the axle on the ground, check for smooth release of the downlock mechanism without any abnormal popping sound. If abnormal popping sound is heard it is recommended that further inspection and adjustment be accomplished as outlined in the below referenced Service Recommendations and that the Eccentric Bolt be inspected using NDT methods.

This Service News is also issued to ensure that all MU-2 owners and operators are aware of a previously distributed MHI Service Recommendation – Nose Landing Gear System Inspection for both short and long body airplanes. MHIA recommends compliance with these Service Recommendations for preventative maintenance for your airplanes.



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1. MHI Service Recommendation No. 077 (A2PC Airplanes / Short Body)
2. MHI Service Recommendation No. 078 (A2PC Airplanes / Long Body)
3. MHI Service Recommendation No. 046/32-004 (A10SW Airplanes / Short Body)
4. MHI Service Recommendation No. 047/32-005 (A10SW Airplanes / Long Body)

If you have any questions on this matter, please contact MHIA at the following contact information:

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