

MITSUBISHI HEAVY INDUSTRIES AMERICA INC.

MITSUBISHI SERVICE PUBLICATIONS TRANSMITTAL

The attached Mitsubishi MU-2B series Service Publication has been issued by Mitsubishi Heavy Industries, Ltd. in Japan, who is the type certificate holder of the MU-2 aircraft. It is the owner and/or operator's responsibility to adhere to or comply with new information contained in the attached publication.

**SN 207
SN 156/32-018
MLG Rigging & Safety Pin**

NOTE

THIS PUBLICATION IS PRINTED AND/OR DISTRIBUTED BY MITSUBISHI HEAVY INDUSTRIES AMERICA, INC., UNDER LICENSE FROM MITSUBISHI HEAVY INDUSTRIES LTD. FOR COMMENTS OR INQUIRIES REGARDING DISTRIBUTION OF THIS PUBLICATION OR RECEIPT OF ANY OF THE PUBLICATIONS LISTED HEREIN, PLEASE CONTACT:

Mitsubishi Heavy Industries America, Inc.
Aircraft Product Support Division
17304 Preston Road, Suite 1270
Dallas, Texas 75252
USA

Email: mu-2support@mhia.com

THIS PAGE INTENTIONALLY LEFT BLANK

**MU-2**

SERVICE NEWS

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

JCAB T.C. : No.207
FAA T.C. : No. 156/32-018

DATE: January 11, 2023

SUBJECT: Main Landing Gear Rigging and Safety Pin

MODELS AFFECTED: All MU-2B Airplanes

A recent incident involving the binding of the main landing gear door mechanism during landing resulted in the airplane having to land with the landing gear retracted, causing damage to the fuselage and propellers. An examination of the main landing gear door mechanism revealed that the safety (shear) pin that is part of the main landing gear door linkage rod assembly had been replaced during previous maintenance with an unapproved part constructed of hard material that would not shear. Possibly due to improper rigging, the main landing gear did not retract to the proper position and/or main landing gear door did not properly close when the gear was selected up (red UNSAFE light remained ON). With a correct safety pin, the pilot would have been able to use the emergency gear lever to manually extend the landing gear after shearing the safety pin in the process.

An incident such as this is preventable by following proper maintenance, rigging, installing a Mitsubishi genuine part, and following periodic inspection procedures. MHI Service Bulletin No. 238 (A2PC) and No. 100/32-016 (A10SW) were originally issued in 2002 and required a one-time inspection to ensure that the proper safety pin was installed in the main landing gear door safety pin rod assembly. MHI Maintenance Manuals (MMs) and Maintenance Requirements Manuals (MRMs) contain information to describe the proper method of rigging and inspecting the main landing gear. The MRM has a 600 Hour/Three Year Periodic Inspection requirement to verify freedom of movement of the linkage rod assemblies, and to lubricate and replace the safety pin and cotter pin, if necessary. Any pin deformation is an indication that the door opening sequence is out of adjustment. Also, note that internal corrosion and/or paint covering the linkage may also prevent the proper action of the safety pin. Therefore, periodic disassembly, cleaning, and lubrication are important.

In addition, after a similar incident was reported in 2013, MHI issued Service News No. 174 (A2PC) and No. 127/32-012 (A10SW) (Main Landing Gear Door Safety Pin and Linkage) reminding all MU-2 owners and operators to be aware of potential unsafe conditions if the proper Mitsubishi genuine part, safety pin, is not



MU-2

SERVICE NEWS

mitsubishi heavy industries, ltd.
nagoya aerospace systems works
10, oye-cho, minato-ku, nagoya, japan

installed. The safety pin is designed to shear at certain compression loads, depending on the airplane models, in order to protect the main landing gear door mechanism and main landing gear systems. The proper safety pin is required for emergency gear extension procedures as well.

If you are not sure if you have the approved safety pin installed in your airplane, MHI suggests checking your airframe logbooks to verify that a Mitsubishi genuine part is installed or to replace the existing pin with a new safety pin. MHI Illustrated Parts Catalogs (IPCs) contain applicable safety pin part numbers for appropriate model effectivity. A new safety pin can be purchased from one of Mitsubishi MU-2 Authorized Service Centers.

<u>Part Number</u>	<u>Model Effectivity</u>
010A-38757	MU-2B/-20/-25/-26/-26A/-40
035A-38863	MU-2B-30/-35
035A-38864	MU-2B-36/-36A/-60

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

Mitsubishi Heavy Industries America, Inc.
Aircraft Product Support Division
17304 Preston Road, Suite 1270, Dallas, Texas 75252
Email: mu-2support@mhia.com | Website: www.mu-2aircraft.com