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**SN 209
SN 158/32-019
Gear-Up Landing**

NOTE

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**MU-2**

SERVICE NEWS

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

JCAB T.C. : No. 209
FAA T.C. : No. 158/32-019

DATE: December 20, 2023

SUBJECT: Gear-Up Landing

MODELS AFFECTED: All MU-2B Airplanes

Over the last two years, there have been two gear-up landing events reported to MHIA. In both cases, pilots forgot to extend the landing gear prior to landing following a go-around or fly-over the airports. One pilot recognized that the airplane was not in a stabilized approach (too high an altitude and airspeed) and another pilot made a precautionary fly-over of the airport to check the runway condition.

For airplanes that have complied with MHI Service Bulletins No. 193B (A2PC) or No. 085/32-014 (A10SW), Landing Gear Warning Horn System Modification, the landing gear warning horn system activates and cannot be cancelled/silenced when flaps are extended to 20 deg or 40 deg with the landing gear up and Power Levers at or slightly forward of Flight Idle position until the landing gear is extended. For airplanes without this modification, the gear warning horn can be cancelled/silenced by a Horn Cut Out Switch, or if the Power Levers are moved forward of a position slightly forward of Flight Idle position.

During landing approach after go-around, or at the specified traffic pattern altitude maneuvering, Power Lever positions may be forward of the Flight Idle position to maintain altitude resulting in the Landing Gear Warning Horn not activating or being cancelled.

To address these preventable gear-up landing incidents, MHIA offers a Voice Alerting System (FAA STC SA01300WI) that provides human voice alerts that identify the perceived disagreement between the pilots' set configuration and expected configuration and provide repeated voice alerts, "PUT GEAR DOWN", in both pilot's and co-pilot's headsets. This identified disagreement is not dependent on Power Lever position and will result in an alert which cannot be cancelled/silenced by either the Horn Cut Out Switch or by moving the Power Levers forward of the Flight Idle position.

MHI Service News No. 167 (A2PC) and No. 120/39-001 (A10SW) were originally issued in August 2011 to promote this extra layer of alerting to the pilots. A Voice Alerting System can be purchased and installed at one of the Mitsubishi MU-2 Authorized Service Centers.

MU-2 Service News

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Table #1 shows the differences in Landing Gear Warning System.

Table #1: Differences in Landing Gear Warning System

Configuration	Alert		Reference
Original	Horn in the cockpit area	Alert can be cancelled/silenced by pressing Horn Cut Out Switch at any flap setting	
LG Warning Horn System Modification	Horn in the cockpit area	Alert cannot be cancelled/silenced until pilots correct the landing configuration at Flaps 20 and 40	SB No. 193B (A2PC) and SB No. 085/32-014 (A10SW)
Voice Alerting System Modification	"PUT GEAR DOWN" voice alert in headsets	Alert cannot be cancelled/silenced until pilots correct the landing configuration at Flaps 20 and 40	SN No. 167 (A2PC) and SN No. 120/39-001 (A10SW)

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

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