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**SN 211
SN 160/32-020
Main Landing Gear Leg Fitting Visual Inspection**

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. 211
FAA T.C. : No. 160/32-020

DATE: July 1, 2024

SUBJECT: Main Landing Gear Leg Fitting Visual Inspection

MODELS AFFECTED: All MU-2B Long Body Aircraft

Mitsubishi Heavy Industries, Ltd. (MHI) has received in-field failure reports of the long body main landing gear leg fittings. MHI is currently preparing instructions for a periodic non-destructive ultrasonic inspection procedure for the main landing gear leg fittings, P/N 030A-32315-1/-2.

While a non-destructive ultrasonic inspection is being prepared, MHI requests that each long body airplane owner and/or operator visually inspect for any cracks in or around the lug portion of the fittings before the next flight and during the next periodic inspection. Areas to be inspected are indicated in Figure 1 below. Also, it is important to apply lubrication to the fittings through grease ports in accordance with instructions in the applicable Maintenance Manuals.

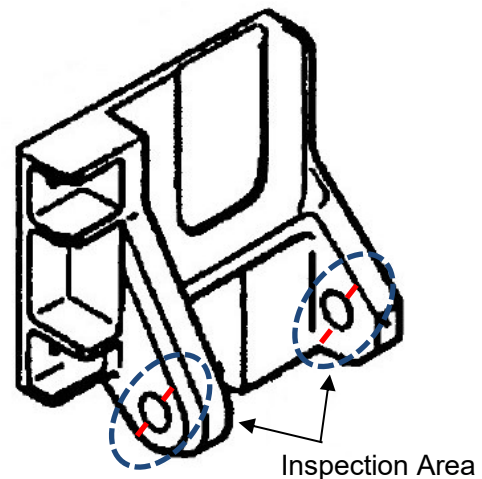
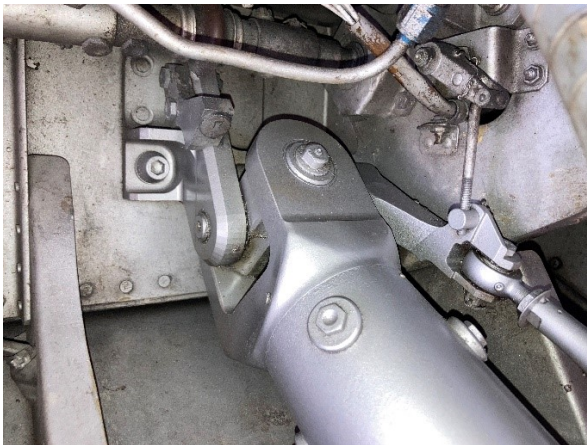


Figure 1: LH MLG Leg Fitting (P/N 030A-32315-1)

MHI expects that the ultrasonic inspection will be similar to the existing ultrasonic inspection procedure used to inspect the main landing gear oleo attach fittings at the 600-hour or 3-year periodic inspection. An inspection kit will be provided by MHI to Mitsubishi MU-2 Authorized Service Centers and other maintenance facilities. Please refer to MHI Service News No. 176, No. 128/32-013, dated July 18, 2013.

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JCAB T.C.: No.211

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For questions or additional information, please contact MHIA at the following contact information:

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Attachment:

1. MHI Service News No. 176, No. 128/32-013, dated July 18, 2013.



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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.176
FAA T.C. : No. 128/32-013

DATE: July 18, 2013

SUBJECT: Main Landing Gear Oleo Attach Fitting – Inspection of

MODELS AFFECTED: All A2PC Certified Long Body Airplanes
All A10SW Certified Long Body Airplanes

Three failures of the long body main landing gear oleo strut attach fitting have been reported in the field as the result of improper lubrication and/or hard landings. Mitsubishi Heavy Industries, Ltd. (MHI) and Mitsubishi Heavy Industries America, Inc. (MHIA) have issued instructions for a periodic non-destructive ultrasonic inspection procedure for the main landing gear oleo strut attach fittings, P/N 030A-32314-1/-2. This ultrasonic inspection procedure will require the owner/operators to have the strut attach fittings inspected every 600 hours. Utilizing the ultrasonic inspection procedure, this can be accomplished without disassembly of the main landing gear strut assembly. Main landing gear forward doors may be opened for easier access and inspection.

This ultrasonic inspection procedure, repetitive at 600 hrs intervals, is added to applicable Maintenance Manuals (MM) and Maintenance Requirement Manual (MRM). The ultrasonic inspection requirement is also added to Hard or Overweight Landing inspection requirements in MRM.

It is strongly recommended that this ultrasonic inspection be conducted during the next periodic inspection regardless of the inspection intervals.

MHIA has prepared an inspection tool kit, P/N 035A-900020-101, to facilitate this inspection. Authorized MU-2 Service Centers will have the inspection tool kit on site to provide the ultrasonic inspection during the next periodic maintenance. MHIA will maintain one inspection kit in house to be loaned to the field as required for the inspection.

For preventative maintenance, MHI recommends regularly applying grease to the Pin Assembly attached to the main landing gear oleo attach fitting through grease ports located on each end of the pin.

For questions or additional information, contact MHIA Engineering at (972) 934-5480 Ext 207.

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