

KOKU-KU-KI-931

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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to : Mitsubishi Heavy Industries (MHI) Model MU-2B-10/-15/-20/-25/-26 : Serial Number (S/N) 101 through 347 (except S/N 313 and 321) ; and MU-2B-30/-35/-36 airplanes : S/N 501 through 696 (except S/N 652 and 661)

2. Compliance required as indicated, unless already accomplished.

To prevent in-flight separation of the outer wing from the center wing section due to failure of the wing attach barrel nuts and/or associated wing attachment hardware, which is resulted from corrosion, cracks, fractures and incorrect torque values in the wing attach barrel nuts, accomplish the following.

- 2.1 Within the next 200 hours time-in-service or 12 months after the effective date of this AD, whichever occurs first, remove each bolt, barrel nut and retainer in accordance with Mitsubishi Heavy Industry MU-2 Service Bulletin No.241A dated November 21, 2006 or later JCAB-approved revisions (hereinafter referred to as SB) and accomplish the following.

- 2.1.1 Do a visual inspection for the corrosion, cracks and fractures on barrel nuts and retainers. If any signs of corrosion, cracks or fractures on barrel nut or retainer, replace the barrel nut and retainer with new parts.

- 2.1.2 Do a visual inspection for corrosion on the cover plate and bathtub fitting. If any signs of corrosion are found on any cover plate on bathtub fitting, treat the areas before next flight in accordance with the SB.

2.1.3 Do a visual inspection for deformation or irregularities on the bolts or barrel nuts in accordance with the SB. If no signs of deformation or irregularities, install the bolts, barrel nuts and retainers to the correct torque value in accordance with the SB.

NOTE: Use new barrel nuts, when install the bolts, barrel nuts and retainers. Provided that new barrel nuts are not available, you may reuse the barrel nuts which are confirmed to be free of corrosion, cracks and fractures as the result of the inspection in the paragraph 2.1.1 and meet the minimum breakaway torque requirement.

2.3 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB

3. Remarks

3.1 This AD becomes effective on January 10, 2007.

3.2 Mitsubishi MU-2 Service Bulletin No.241A dated November 21, 2006 and later JCAB-approved revisions pertain to this subject.