



FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-12-33

Date: June 12, 2012

SUBJ: Landing Gear Retraction/Extension System, Nose Landing Gear

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of all **Mitsubishi Heavy Industries, Ltd (MHI) MU-2B** series aircraft (all models listed in Type Certificate Data Sheets **A2PC** and **A10SW**) of an airworthiness concern. Specifically, this SAIB provides notification of improvements made to the maintenance manual, maintenance requirements manual, and parts catalog to clarify the proper orientation and position of the nose landing gear (NLG) drag strut down-lock link.

At this time, this airworthiness concern has not been determined to be an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

The Federal Aviation Administration (FAA) received report of an aircraft that had a left-hand side NLG drag strut down-lock link installed on the right-side position. Side loads pulled the bearing loose from the down-lock link, which resulted in the nose gear collapsing during a landing.

MHI has issued Service News (SN) No. 122/32-010, dated January 6, 2012, to emphasize the correct installation of the NLG drag strut down-lock link. The SN also recommends that, at the next opportunity, you should inspect the orientation of the down-lock links.

MHI has also revised the maintenance manual, maintenance requirements manual, and the parts catalog to provide clarification of the correct orientation of the down-lock links.

Recommendations

The FAA recommends you inspect the drag strut down-lock links on your MU-2B NLG in accordance with MHI SN No. 122/32-010, dated January 6, 2012, at the next opportunity.

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