LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

Flygplan
MITSUBISHI
LVD Nr 2190

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Modifiering av Bendix autopilot, revision av AFM

GÄLLER: Mitsubishi modell MU-2B, MU-2B-10, -15, -20, -25, -26, -26A, -30, -35, -36, -36A, -40 och -60, utrustade med autopilot Bendix M-4C eller M-4D och med Bendix elektriska höjdtrimsystem

ÅTGÄRD: Flytta autopilotens elektriska avstängningsströmställare och revidera AFM under Limitation Section samt montera en varningsskylt med texten "COUPLED AUTOPILOT APPROACHES BELOW 125 KCAS OR 300 FEET AGL NOT PERMITTED", i enlighet med anvisningar i bifogad FAA AD 88-13-01

TID FÖR ÅTGÄRD: Inom 200 flygtimmar eller fem (5) månader, vilket först inträffar, räknat från LVD utgivningsdatum

UNDERLAG: MHI SB 066/22-006 och MHI SB 206

REFERENS: FAA AD 88-13-01

UTGIVNINGS-DATUM: 1988-08-19

LFS: 1988:20

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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U.S. Department of Transportation
Federal Aviation Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

88-13-01 MITSUBISHI: Amendment 39-5951. Applies to Model MU-2B, MU-2B-10, -15, -20, -25, -26, -26A, -30, -35, -36, -36A, -40, and -60 (all serial numbers, with or without the SA suffix) airplanes certificated in any category, equipped with Bendix M-4C or M-4D autopilots and/or Bendix electric pitch trim systems.

NOTE 1: The serial number of airplanes manufactured in the United States by Mitsubishi (MAI) under TC A10SW are suffixed by "SA." The serial numbers of airplanes manufactured in Japan by Mitsubishi Heavy Industries, Inc. (MHI) under TC A2PC have no suffix.

Compliance: Required within the next 200 flight hours or five (5) calendar months, whichever occurs first, unless already accomplished.

To minimize the possibility of confusion in autopilot/manual electric pitch trim disconnect/interrupt switch location, accomplish the following:

(a) Modify the control yoke in the affected model and serial numbered airplanes as follows:

(1) For MU-2B-30 and -35 model airplanes manufactured under TC A2PC equipped with a Japanese Civil Airworthiness Board (JCAB) approved Bendix M-4C autopilot, in accordance with MHI Service Bulletin (S/B) No. 206 dated October 13, 1987, or

(2) For all other MU-2B model airplanes equipped with an FAA approved installation of the Bendix M-4C or M-4D autopilots, in accordance with MHI S/B No. 066/22-006, dated December 18, 1987.

(b) For MU-2B-35 and -36 model airplanes with Bendix autopilots installed in accordance with STC SA1693SW and MU-2B-35, -36A, and -60 model airplanes with Bendix M-4D autopilots installed in accordance with approved MAI data, accomplish the following:

(1) Insert additional placard data in the LIMITATION section of the Airplane Flight Manual Supplement (AFMS) as follows:

"COUPLED AUTOPILOT APPROACHES BELOW 125 KCAS OR 300 FEET AGL NOT PERMITTED."

(2) Fabricate and install a permanent red colored placard in full view of the pilot using white colored letters of a minimum of 0.10 inches in height which state:

"COUPLED AUTOPILOT APPROACHES BELOW 125 KCAS OR 300 FEET AGL NOT PERMITTED."

(c) Insertion of a copy of this AD in the LIMITATIONS section of the AFMS satisfies the requirements of paragraph (b)(1) of this AD.

(d) Prior to returning the aircraft to service, accomplish a visual configuration check and system functional ground test, and record successful completion in the appropriate airplane maintenance record as prescribed by FAR 91.173, as follows:

(1) Visually verify that:

(i) The disconnect/interrupt switch is red in color and located on the outboard horn of the control wheel; and,

(ii) The disconnect/interrupt switch is properly labeled as shown in Figure 7 of the MHI S/B No. 206 for A2PC airplanes or as shown in Figure 8 or Figure 9, (as appropriate for the control wheel configuration) of MHI S/B No. 066/22-006 for A10SW airplanes, as applicable; and,

(iii) The autopilot circuit breaker is properly labeled.

(2) If a manual electric pitch trim system is installed with or without an autopilot system, engage the system and press the trim button to cause the manual pitch trim wheel to rotate, then verify that after each of the following operations is performed the manual pitch trim wheel stops moving when:

(i) The disconnect/interrupt switch is depressed;

(ii) The Master Electric Power switch is positioned to "OFF;"

(iii) The Radio Master switch is positioned to "OFF" (if installed and so configured),

(iv) The electric trim circuit breaker is pulled. (On some MU-2B airplanes without an electric trim circuit breaker, the autopilot circuit breaker/switch is used to disconnect the system in lieu of the electric trim circuit breaker.)

NOTE 2: It is very important to verify that the manual pitch trim wheel stops moving after each of the above operations.

(3) If an autopilot system is installed, with or without a manual electric trim system, engage the system and then verify:

(i) That the autopilot system can be overpowered by pushing or pulling on the control yoke; and,

(ii) That, while overpowering the autopilot, the manual pitch trim wheel stops moving when each of the following operations is performed:

(A) The disconnect/interrupt switch is depressed;

(B) The autopilot master switch is positioned to "OFF" (On some MU-2B airplanes not equipped with an autopilot master switch beside the controller, the radio master switch must be used to disconnect the system in lieu of the autopilot master switch);

(C) The autopilot circuit breaker is pulled.

NOTE 3: It is very important that the manual pitch trim wheel stops moving after each of these operations.