

Mitsubishi MU-2 Series Aeroplanes

**AD/MU-2/52
Amdt 1**

Elevator Nose-Down Trim Limit

9/93

- Applicability: Model MU-2B-10, -15, -20, -25, -26, -30, -35, and -36, with serial numbers listed in Mitsubishi SB 216.
- Model MU-2B-25, -26, -26A, -35, -36, -36A, -40, and -60, with serial numbers listed in Mitsubishi SB 079/27-010.
- Requirement: Action in accordance with Mitsubishi Mandatory SB 216 or Mandatory SB 079/27-010, as applicable.
- Note: Japan CAB AD TCD-3740-92 and FAA AD 93-07-11 Amdt 39-8543 refer.*
- Compliance: For aircraft that were applicable to the original issue of this Directive, compliance remains unchanged:
- Within 100 hours time in service after 1 April 1993 or prior to 1 October 1993, whichever occurs first.
- For aircraft that are now applicable by the issue of Amendment 1 of this Directive:
- Within 100 hours time in service after 19 August 1993.
- Background: An analysis of the service history on the affected aircraft had revealed one accident and two incidents where the existing elevator nose-down trim deflection had caused excessive control wheel force. This Directive requires certain actions to reduce the maximum deflection of the elevator nose-down trim to a 1-degree to 3-degree range.
- Amendment 1 is issued in response to the issue of a FAA AD which requires USA Type Certificated MU-2 aircraft to comply with requirements of this Directive.