

KU-KEN- 157

No.TCD- 730-71

Date April 23, 1971

Japan Civil Aviation Bureau

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to:

Mitsubishi Model MU-2B-10 (S/N 101, 103-111, 113, 116, 117, 119 and 120); MU-2B-15 (S/N 114, 115 and 118); MU-2B-20 (S/N 005, 102, 121-127, 129-146, 149-151, 154-170, 172-175, 177-180, 182, 184, 185, 187-199, 205-215) and MU-2B-30 (S/N 502-551).

2. Compliance required as indicated

To prevent possible fuel line clogging due to peeling of DV1180 fungus resistant paint coated on inner surface of the wing integral tanks, in accordance with Mitsubishi MU-2 Service Bulletin No. 143A (JCAB approved on April 23, 1971) or later JCAB-approved revisions, accomplish the following:

2.1 Within the next 10 hours' time in service after the effective date of this AD, unless already accomplished, visually inspect the local area below the fuel filler openings of wing integral tanks for evidence of peeling or blistering of top coating materials.

2.1.1 If peeling or blistering are found as a result of the inspection, prior to next flight, visually inspect the entire inner surface of tanks, and clean up and remove defective top coat in accordance with REPAIR INSTRUCTIONS Para. 3 and 4

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<p>in the subject S/B. And at or before next 100 hours inspection after the rework above, accomplish recoating in accordance with REPAIR INSTRUCTIONS, and thereafter at intervals not to exceed 200 hours' time in service since the last inspection, visually inspect the entire inner surface of tanks.</p> <p>2.1.2 If peeling or blistering are not found as a result of the inspection, visually inspect the local area below the fuel filler openings of tanks at next 100 hours inspection, and thereafter visually inspect the entire inner surface of tanks at intervals not to exceed 200 hours' time in service.</p> <p>2.2 In case of accomplishing 100 hours inspection within the next 10 hours' time in service after the effective date of this AD, at the subject 100 hours inspection, in stead of Para. 2.1, visually inspect the local area below the fuel filler openings of tanks for evidence of peeling or blistering of top coating material.</p> <p>2.2.1 If peeling or blistering are found as a result of the inspection, prior to next flight, visually inspect the entire inner surface of tanks and rework the tank in accordance with REPAIR INSTRUCTIONS of the subject S/B. And thereafter at intervals not to exceed 200 hours' time in service since the last inspection, visually inspect the entire inner surface of tanks.</p> <p>2.2.2 If peeling or blistering are not found as a result of the inspection, thereafter at intervals not to exceed 200 hours' time in service since the last inspection, visually inspect the entire inner surface of tanks.</p> <p>2.3 If peeling or blistering are found as a result of any repetitive inspection in Para. 2.1 or Para 2.2, rework the tank in accordance with REPAIR INSTRUCTIONS of the subject S/B.</p>		
<p>3. Remarks</p> <p>3.1 Effective date; may 1, 1971.</p> <p>3.2 Mitsubishi Service Bulletin No.143A and later JCAB-approved revisions refer to this subject.</p>		