

KU-KEN-188

No.TCD- 948A-1-78

Date Dec. 22, '78

Japan Civil Aviation Bureau

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Mitsubishi MU-2B, MU-2B-10/-15/-20/-25/-26:  
S/N 005 thru 328. MU-2B-30/-35/-36; S/N 501 thru  
673 ( Except S/N 313, 321, 651 and 652 )

2. Compliance required as indicated

2.1 To prevent the failure of front windshield due to the failure of air conditioning system, at every pre-flight check after the effective date of this airworthiness directive, visually inspect the front windshields for optical distortion and crack in accordance with Mitsubishi MU-2 Service Bulletin No.163B dated Nov.16, 1978 or JCAB approved revisions.

If as a result of the visual inspection optical distortion or crack is found, before further flight, replace the unairworthy windshield pane(s) and inquire into the cause of the overheat of defogging air and correct the air conditioning system.

2.2 Within 300 hours time in service after the effective date of this AD, unless already accomplished, accomplish the modification (Installation of De-fogging Air Temp Warning System) in accordance with Mitsubishi MU-2 Service Bulletin No.163B dated Nov.16,1978.

If the modification per Mitsubishi MU-2 Service Bulletin No.163B dated Nov.16,1978 is accomplished, no further inspection per paragraph 2.1 of this AD is required. Also this inspection is no longer required for the airplanes which have been already modified prior to the effective date of this AD. in accordance with Mitsubishi MU-2 Service Recommendation No.027 dated Sep.12,1974.

### 3. Remarks

3.1 Effective date; Jan.26,1979

3.2 Mitsubishi MU-2 Service Bulletin No.163B dated Nov.16, 1978 and Mitsubishi MU-2 Service Recommendation No.027A dated Nov.16,1978 or later JCAB approved revisions pertain to this subject.

3.3 This AD partially revises TCD-948A-74 dated Oct.7,1974.

3.4 Sidelines show the revised portions.