

MU-2 MAINTENANCE

“Fuselage Frame Inspection and Repair or Replacement”

Deadline for compliance is February 18, 2018

As a reminder for those of you who own or operate a long body MU-2 (MU-2B-30, -35, -36, -36A or -60), and have not yet complied with the “Fuselage Frame Inspection and Repair or Replacement” as required by Airworthiness Directive 2015-01-02 (SB 242 for A2PC and SB 104/53-003 for A10SW), the deadline for compliance is February 18, 2018. Although this inspection and repair program could result in non-productive downtime, there are ways to positively utilize this downtime by preparing your aircraft to minimize future maintenance with just a few timely considerations. First, you need to insure that your maintenance provider complies with and signs off your 2,400 hour periodic inspection even if it is not due at this time.

Also, if you plan to make any interior upgrades, this might be a good time to accomplish this, since the frame inspection and replacement program requires complete removal of all interior furnishings, including carpet, headliner and much of the insulation.

It would be prudent to have all the electrical wiring, clamps and routing inspected while the interior furnishings have been removed. Pay particular attention to the wiring clamps, since many of the original clamps were made of plastic and over the 30 years or more in service, some might have

broken simply due to age, vibration etc

With the interior furnishing removed, this is an opportune time to have all the cabin windows cleaned and inspected closely. Over the years, due to contaminants and condensation in the defog duct system, the air gap in between the windows often causes a film to fog the windows, making inspection



Blueprint of MU-2

of the windows for crazing or other damage difficult. I would also recommend taking the opportunity to have the windows measured during this inspection process as well. The windows have a minimum thickness of .215 inches, and if you have cast-acrylic windows that have been polished down to or close to minimum thickness and exhibit any crazing no matter how minimal, I strongly recommend upgrading those

windows to the newer stretched-acrylic windows. MHIA recommends that all owner/operators continue to conduct a visual inspection of all windows every 100 flight hours as part of the Instructions for Continued Airworthiness (ICA).

Another maintenance item that would be prudent to address with the interior furnishings removed would be the oxygen

Most of the internal ducting for the ACM system and defog system is the same age, as the airplane and these ducts, in most cases, have a ten year lifespan. I would recommend, at minimum, that the duct at FS 5605 be replaced unless previously replaced within the last 10 years. All other ducts should be inspected and replaced as required.

The last item that I would consider during this downtime is avionics or electrical upgrades, whether complying with them now or planning for future installs. There are so many interior-removal requirements involved with avionics and system upgrades that time and cost can be significantly reduced by this consideration. Of course, removing any unused antennas, wiring and coaxes at this time will get rid of extra weight you are carrying.

As I stated earlier, you may not be looking forward to the frame-inspection due to downtime and expense, however with a little pre-planning and early discussions with your maintenance provider, this down-time can be utilized to take care of many items that you may have been putting off and simplify future maintenance requirements as well as shorten future down time.

By Mark James

system. Leaking connections in the system will prevent the oxygen system from maintaining a full charge over long periods of time. I would recommend charging the system when the inspection of the lines and couplers has been completed and letting the system sit several days to verify a tight system.

Make it a point to check all the airflow ducting and connections in the aircraft.