MITSUBISHI MU 2B Model Guide

MITSUBISHI MU 2B belongs to the Mitsubishi MU-2 family, which registry data lists as a turboprop type. Family maxima run up to 14 passengers and 4,700 kg MTOW. No variant-specific specs were supplied, so this guide covers airworthiness items from Mitsubishi service publications. The type certificate holder is Mitsubishi Heavy Industries, Ltd. in Japan.

KEY TAKEAWAYS

- Long-body main gear oleo attach fittings need ultrasonic inspection every 600 hours after three field failures (Service News 176).
- Long-body gear leg fittings: visually check for lug cracks before the next flight (Service News 211, July 1, 2024).
- Wing spacer plates: one-time penetrant inspection; repeat every 2,000 hours unless replaced with the improved plate.
- Flight and engine control cables must be inspected at 600 hours / three-year intervals.

LANDING GEAR FITTINGS (LONG BODY)

Three oleo strut attach fitting failures were reported, attributed to improper lubrication and/or hard landings. Ultrasonic inspection repeats every 600 hours and is also required after hard or overweight landings. Service Bulletin 243 (MU-2B-30/-35/-36, S/N 502 through 696 except 652 and 661) required a one-time visual check for lug cracks. Ask for logbook proof of compliance and of grease-port lubrication.

WING AND CONTROL CABLES

Service Bulletin 107/57-005 covers MU-2B-25/-26/-26A/-40 and -36A/-60. Cracks were found in wing spacer plates at the forward lower spar. A crack of 0.6 inches or more means replacement. A shorter crack may be monitored every 600 hours. Aircraft with 7,500 hours or more had to comply within 200 hours or 12 months. Check cable inspection records too: all control surfaces and engine controls are cable driven.

ICING AND CABIN PRESSURE SYSTEMS

Mitsubishi supports an Auto-Ignition System, installed under S/B 226E (A2PC airplanes) or S/B 086/74-002A (A10SW airplanes), to reduce flame-out risk in icing. A Voice Alerting System that speaks 'Cabin Pressure Low' is available under STC SA01300WI. Check which of these are fitted.

PERFORMANCE

Family Max Range Nm	1390
Family Max Cruise Speed Kt	295
Family Max Service Ceiling Ft	29000

SAFETY NOTES

- Hypoxia: after takeoff set the Cabin Air Selector Switch to BOTH and monitor pressurization. A missed switch was behind a reported hypoxia event.
- If the Cabin Pressure Low light comes on near 10,000 feet cabin altitude, check the controller, valve and switch. If pressure stays low, descend to the minimum safe altitude or 10,000 feet, whichever is higher.
- In icing or visible moisture at +10 C or less, set ignition to CONT (with Auto-Ignition) or ON (without it).

AI-aggregated guide for the MITSUBISHI MU 2B · sources: Mitsubishi Service Publications Transmittal (#100685) · MU-2 Service Bulletin No. 243 (#100807) · Service Bulletin No. 107/57-005 (#100808) · Mitsubishi MU-2B Service Letter (#101062) · Mitsubishi MU-2B Service Letter (#101063) · Mitsubishi MU-2B Service Publication (#101986) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.