

30

September 9, 2005

Mr. Doug Rudolph
Aerospace Engineer
Federal Aviation Administration
Small airplane Directorate
901 Locust Street, Room 301
Kansas City, MO 64106

Dear Mr. Rudolph:

This letter is in response to the Airworthiness Concern Sheet on the Mitsubishi MU-2 Aircraft which I recently received.

My company has owned a 1978 Mitsubishi MU-2 Short Body "P" Model since 1999 and as the pilot for the aircraft (with over 1,200 hours in the specific airplane); I can tell you that I have never experienced a "loss of control" situation, in any segment of flight. (Or have even been close to such a situation, even though I have experienced two engine out scenarios, explained later in this letter).

In fact, from my very first training flight in the aircraft, I have been amazed at how well the aircraft handles in virtually all phases of flight, from high speed cruise to minimum controllable airspeed. The wing design is simply brilliant with the combination of very effective spoilers and full span flaps.

Clearly, the aircraft design as a high speed machine with high wing loading must be taken into consideration when flying this aircraft. With the flaps and gear extended, the aircraft handles in slow flight much like a Cessna 172. But unlike a Cessna 172, the aircraft can also cruise at true airspeeds in excess of 300 knots. The operating & performance range of this aircraft is absolutely amazing. This is a high performance aircraft and must be respected as such.

As an ex-military and ex-airline pilot with approximately 15,000 flight hours and as previously mentioned, 1,200 hours in the MU-2, I believe that the issue (the only issue) with this aircraft is the requirement for the pilot to get adequate initial and recurrent training. As with any high performance aircraft, training is absolutely essential to safe operation. As you know, the driver for training is the insurance industry where the requirements are fairly stringent for the MU-2. Of course in our country, there is no requirement for aircraft insurance (or training) if the aircraft is not financed, with the

exception of the MU-2, where there is a requirement for annual training to satisfy the AMOC requirement. Only pure jet or aircraft over 12,500 pounds have mandated training.

The above said, an assumption is being made that the aircraft is maintained in an airworthy condition.

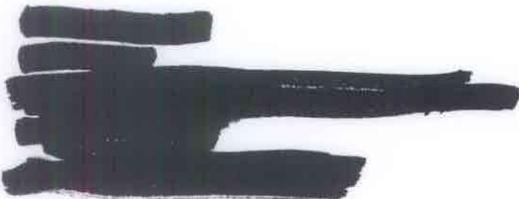
With regard to the two engine out scenarios mentioned earlier, one during training where the engine would not re-start and another due to a fuel control failure on departure, both were basically "non-events". Training immediately kicked in and the aircraft was flown to an acceptable airport as a "big single engine", always in full control.

It is my understanding that the majority of recent MU-2 accidents were FAR part 135 operators where the majority of training was accomplished in-house. Is there a connection here? I also did some basic research with respect to the accident rates among other high performance aircraft including the Cessna 421 and 425 series, the Aerostar series and King Airs. The accident rates are fairly in line for the owner operator (FAR part 91) category.

As the saying goes, "a good pilot is always learning". In my opinion, when there is a commitment by the operator/owner & pilot community to make the training requirement a very high priority, regardless of type of aircraft, accident rates across the board will drop significantly. This is particularly true for high performance aircraft like the MU-2.

When flown by a well trained pilot, the MU-2 is an easy to fly, safe, sound and absolutely wonderful aircraft.

Sincerely,

A large, solid black rectangular redaction covers the signature and name of the sender.



[REDACTED]
09/09/2005 06:13 PM

To Doug Rudolph/ACE/FAA@FAA
cc
bcc
Subject MU2 Aircraft Query

[REDACTED]

Dear Mr. Rudolph,

Since I have not experienced any loss of control in the MU2 aircraft either in flight, or on the ground I can only offer, in response to your query regarding the MU2 aircraft the following comments. Please know that I have been flying the aircraft, professionally, single pilot, for almost 5 years now and have logged almost 1000 hours, accident free, in the aircraft. I have to date not had a single malfunction of note and have to date not had to cancel a mission/trip due to maintenance issues with this aircraft. I trained with Flight Safety International for my initial course and for recurrency courses. I now receive my recurrent training from SimCom Flight Training Academy as they have taken over said training from Flight Safety. Both of these training academies provide simulator training. I have found this training most effective for the aircraft and frankly have had everything but the proverbial "kitchen sink" thrown at me during simulator sessions. I have not found the MU2 aircraft to be much different than any other aircraft I fly in these simulated emergency situations. The differences that do exist have been taught and exercised very well in the training I have received and therefore when followed cause the aircraft to respond appropriately and in a manner expected. This is key for the MU2 just like any other high performance aircraft. Many of these scenarios are based on past accidents in the aircraft and therefore offer valuable lessons learned.

I suggest there is no inherent design or operational problem with this aircraft. I further suggest that as long as proper maintenance is conducted and quality simulator based training is conducted on at least an annual basis there should be no more issues with the MU2 than any other aircraft of similar type. In my opinion this training should be simulator based for both initial and recurrent levels and should include flight training in the aircraft with the initial course. I have found no "dark corners" with the MU2 to date. I think the reason for that is I was trained properly in the aircraft, I had sufficient flight experience to move into the aircraft, I maintain the aircraft at a Mitsubishi Service Center where service is provided in accordance with manufactures recommendations by mechanics qualified/trained to service the aircraft properly and finally, I operate the aircraft within the envelope in which it was designed to be flown. These four considerations are key to the MU2 aircraft but are no more unique to the MU2 aircraft than any other type aircraft I fly. Violate any of these considerations and you will have issues with any aircraft.

In conclusion, from the accident reports I have read and from discussions with others possessing far more knowledge and experience on this aircraft than myself, I suggest you focus on the training and maintenance issues involved in the accidents that bring us to this discussion, or perhaps it would be more appropriate to say, focus on the lack of training and maintenance involved. I think you will find this is a significant factor in the high accident rate with the MU2 as opposed to issues with the aircraft design itself. Also many MU2's are owner operated as opposed to being professionally flown and a great many of the accidents have involved owner operators. These are generally pilots with less experience levels, who fly fewer hours and therefore perhaps are more susceptible to accidents than those who fly on a more frequent basis in the aircraft. I think one reason for the relatively low accident rate of many other aircraft such as the Beechcraft King Air series, that I also fly, is they are mostly flown by professionals. The MU2 is an extremely high performance aircraft with a relatively low capital cost compared to other comparable aircraft. This is what makes it attractive to owner operators. It is a lot of aircraft for the cost and I think one of the best buys on the market today. It is also an aircraft that demands a certain level of skill and currency which takes me back to my central thought of training, training and more training as being one of the keys to safety in the MU2 aircraft. If the King Air series of aircraft were largely flown by owner operators with the same levels of skill and training and everything else being equal, I suspect we would see an accident level for that aircraft higher than currently exists. I recently read an accident report on an owner/operator crash in a C90 King Air resulting in either 5 or 6 fatalities during the landing phase of flight

in day VFR conditions. Is that a problem with the aircraft or one of pilot proficiency? Had that been an MU2 it would probably have been attributed to the aircraft. It is a fact that there have been a high number of accidents involving the MU2 during its life, but I am firmly convinced they have been more attributable to poor training or no training and poor maintenance than any other factor. These comments are meant to be constructive and I hope they have been of some help to you as we in the MU2 community believe in the safety and reliability of the aircraft when properly flown and maintained.



Commercial Pilot

32

[REDACTED]



[REDACTED]
09/09/2005 08:00 PM

To Doug Rudolph/ACE/FAA@FAA, Anacondads@aol.com
cc [REDACTED]
bcc
Subject Mu2 grounding proposal

I have been flying Mu2 aircraft for the past 17 and a half years on military contract, I have approximately 10,000 hours of PIC time in the Mu2, most of it single pilot on military training missions which involve much more maneuvering than is encountered in normal civilian flying. I have flown this airplane for 5 different companies during this time, and have checked out 10 different pilots, only one of which had any prior turboprop time (King Air). Only one of these pilots has had any problem with the Mu2, this being an unintentional gear- up landing, certainly not a problem with the airplane. For the past seven years I have flown for Air 1st Aviation Company, an excellent company with an outstanding Mu2 safety record. With proper pilot training and maintenance the Mu2 is the safest and most reliable airplane that I have flown.

[REDACTED]



[REDACTED]

09/09/2005 08:16 PM

To Doug Rudolph/ACE/FAA@FAA
cc [REDACTED]
bcc
Subject mu2

[REDACTED]

I wish to go on record saying that the mu2 is a very fine aircraft and it is a pleasure to fly. As all objects that defy gravity there is only one way to succeed and that is to do it by the numbers. Stay proficient and stay alive.

[REDACTED]

34



[Redacted]
[Redacted]
09/09/2005 08:15 PM

To Doug Rudolph/ACE/FAA@FAA

cc [Redacted]
[Redacted]

bcc

Subject MU2-B Grounding

I am an currently active pilot of an MU-2, and I feel it necessary to comment on the proposed grounding of MU-2's based the two MU-2 Fatal accidents in Colorado.

I've read both reports, plus the reports on the Cessna Conquest, and the Cessna 421.

In my opinion there is nothing wrong with the airplanes, the problem is most likely the pilot's training.

In my opinion some pilots view training as a necessary insurance requirement and some try to get thru it as quickly and painlessly as possible so they can get back to active flying. However there are many more that want to benefit and learn from the training experience, these we don't read about. The simulator is a a very good and more economical way to receive training. And many failures that could happen are able to be experienced in the simulator, however nothing is better than receiving training in the actual aircraft that you will be flying. I like the idea of getting a little of both during a recurrent session.

I have flown many aircraft, ranging from something that can be built in your garage, and up to a Citation jet. I am a Commercial pilot and a Certified Flight instructor, an Instrument Instructor, and an Airport Manager. I have been flying MU-2s off and on for several years, and I have found nothing that I feel would warrant grounding this fine aircraft. An accident is always the fault of someone or something, but on these two,.... don't blame the aircraft.

As an instrument instructor, I tell my students single pilot IFR is one of the most rigorous and challanging feats they will ever endeavor, and I personally recommend two pilots for heavy IFR if available. If not
TRAINING, TRAINING, TRAINING

[Redacted]



09/10/2005 09:05 AM

To Doug Rudolph/ACE/FAA@FAA
cc [REDACTED]
bcc [REDACTED]
Subject MU-2B Safety Evaluation Investigation

Dear Mr. Rudolph:

This letter is in response to the Safety Evaluation Investigation of the MU-2B aircraft now being conducted by the FAA. I am writing to provide my comments on loss of control of the MU-2B as described in the Airworthiness Concern Sheet dated September 2, 2005. This letter contains three parts. First, it describes my general background and flying experience. Second, it describes my experience as an owner and operator of an MU-2B. Finally it concludes with my thoughts on loss of control incidents involving the MU-2B.

My general background is that I am a fifty-two year old widower with two minor children. I have been a pilot for 32 years and I currently hold an airline transport pilot certificate for multiengine airplanes, a commercial pilot certificate for single engine airplanes and a private pilot certificate for gliders. I have been a certificated flight and ground instructor for more than 30 years and I currently hold a gold seal certificate for single and multiengine airplanes as well as instrument airplanes. My flying experience includes a two year stint as a Part 135 on demand charter pilot in Beechcraft BE-58 and C-90 aircraft. I am a lawyer by training (Senator Ken Salazar, one of the congressmen who prompted this investigation, was a law school classmate).

Two years ago after a careful review of the safety record of the aircraft, I purchased (with a partner) an MU-2B-40 (serial number [REDACTED] registration number [REDACTED]). We had originally considered acquiring a Beechcraft C-90. But after a year of studying each aircraft we concluded that the MU-2B is the superior product. Now with over 250 hours as pilot in command of the MU-2B, nothing has caused me to reconsider this opinion or to question my decision to own and operate an MU-2B. It is a remarkably well designed airplane. I believe that with proper training this airplane can be operated as safely as any other aircraft in its class. I have found no basis for concluding that the airplane is unreasonably dangerous, that a higher degree of skill or care is required of the pilot, or that any of the information provided by Mitsubishi is in any way misleading or inaccurate concerning this airplane. Quite the contrary, my experience is that the MU-2B owner/operator community is exceedingly loyal to this airplane and to the manufacturer; and that this loyalty is richly deserved.

Now I would like to turn to the issue of loss of control. As noted in the Airworthiness Concern Sheet, more than half of the fatal accidents involving this airplane were attributed to loss of control. I was aware of and studied these statistics prior to acquiring my MU-2B. Because of my background and experience I elected to obtain simulator training from Simcom prior to operating my airplane. I believe this was a good decision. The simulator allowed me to explore the flight envelope of the airplane, including low altitude single engine operations, to a greater degree than I would be comfortable attempting initially in flight. Armed with this knowledge, I then explored the flight envelope in my airplane with an experienced MU-2B instructor. At no time have I experienced a loss of control event in an MU-2B aircraft. With proper training, one should not lose control of this airplane. My only conclusion is that some MU-2B pilots are not receiving proper training. This is an area in which additional review by the FAA is warranted. I wholeheartedly support simulator training for this aircraft.

In contrast, I know of no reason to believe the MU-2B fails to meet its original certification standards or of any reason to ground the airplane despite the request from the Colorado congressmen to do so. Early in my legal career and because of my flying background, I defended several product liability and negligence lawsuits involving general aviation aircraft accidents. I have first hand experience with the means and methods of plaintiffs' lawyers in such cases. As a consequence of this experience, I am suspicious that financial reward, not safety, is a motive of some that help prompt the congressional request for this

investigation. I am confident that the FAA will not let such motives interfere with or contaminate its safety investigation.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

36

[REDACTED]



[REDACTED]

09/10/2005 12:41 PM

To Doug Rudolph/ACE/FAA@FAA

cc [REDACTED]

bcc

Subject Proposed MU-2 Grounding

In response to the proposed "grounding of the Mitsubishi MU-2" , I would like to submit my input. Having operated the MU-2 since 1988 for a total of over 10,500 flying hours, I have found the MU-2 to be a very reliable and "straight forward" airplane. It should never be operated by a pilot that is not properly trained, and not flying the airplane on a "regular" basis. Maintenance is another key factor in the safe operation of the MU-2, without trained, experienced maintenance technicians and an adequate supply of replacement parts any aircraft operation is subject to failure. I have been extremely fortunate to have been employed by Air 1st, people that are concerned about quality maintenance, and proper training for their pilots. NO, don't ground the MU-2, send the politicians on their way, and leave the MU-2's to the aviators. [REDACTED]



09/10/2005 01:10 PM

To Doug Rudolph/ACE/FAA@FAA, anacondads@aol.com
cc
bcc
Subject Mitsubishi MU-2B

September 10, 2005

Doug Rudolph
FAA Small Airplane Directorate

Dear Doug Rudolph,

I am an MU-2B-40 Solitaire owner. I have owned this aircraft for three and one half years and have about 350 hrs in the aircraft. I am an ATP with about 7,000 hours and am a certified flight instructor in everything but "Powered Lift" You might say I am a student of flight in all forms. When I transitioned to the MU-2 I had read all the background on the aircraft and all the accident files the NTSB had that I could find. My initial and recurrent training was and is with Reece Howell at Howell Enterprises in Smyrna, Tennessee.

The MU-2 is a fantastic aircraft. No other aircraft comes close in performance, i.e. range, payload, speed, fuel efficiency, runway requirements etc. The one criticism for this aircraft is that it is a pilots airplane and "drivers" will not do well in it. It is a turbine aircraft and as such things happen faster. It will develop a high sink rate without an overly sharp pitch angle. Some power must be maintained through the flair for consistently good landings. The flap system is a marvel and does a tremendous job. Do not raise flaps on a single-engine failure until you have accelerated past 130 knots. When you raise the flaps you will lose 28% of your wing area. This is not a good thing low and slow. If you fly this aircraft by the book it will give you safety and performance as good or better than book.

In reviewing the accidents that have prompted this review it would appear that they were not the aircraft's fault but inattention by the pilots. I hate to ever blame a pilot but if we get too complacent any aircraft will kill you. My recommendation for more information for the review would be to speak to Reece Howell. Reece has more MU-2 time that any man I know. He has the respect of all the MU-2 pilots I know and knows this aircraft inside and out.

If I may be of service in any way please let me know. My office number is [redacted] and you have my e-mail with this correspondence.

Sincerely,

[redacted signature]



[REDACTED]
09/10/2005 02:40 PM

To Doug Rudolph/ACE/FAA@FAA
cc
bcc
Subject MU2 Comments & Observations

[REDACTED]

Mr. Rudolf:

This letter is in response to your request for comments and concerns about the MU2.

I am a 34 year ATP pilot with over 10,000 flight hours experience, 1,800 of those hours in MU2's. I am type rated in the Citation 500 series aircraft. Along with a Citation, I presently own a 1969 MU2F, serial number 158. I work as a consultant in aviation management and specialize in the helicopter aeromedical services industry.

Of the 47 aircraft I have owned over the years, I have owned only one particular make/model aircraft more once; I have owned 3 different MU2's. The aircraft, in my opinion, is one of the best built, most efficient and most reliable airplanes ever made but it is, without question, the most difficult airplane I have ever flown...

bar none.

Based on my experience I would say the airplane is inherently unstable and a working autopilot should be a requirement for flight. The airplane is extremely trim sensitive, and the engine rigging must be perfect or it is very difficult to land. The airplane must always be flown fast even on approach which is very unconventional for many pilots. You never slow it up below 120KTS on final, and you never make anything other than a stabilized approach at that speed. The MU2 is NOT a forgiving airplane and it always has my complete respect and attention but properly flown and operated, I believe the airplane to be as safe as any other turbine... maybe safer.

The airplane flies completely different than any other plane I have ever flown and conventional twin-engine training and technique will get you killed in the MU2. In any other twin with an engine out, you power up, clean up and go. In the MU2, if you retract the full span flaps, you lose 28% of the lift on an airplane that has the highest wing loading in its class. If you retract the gear, the massive gear doors induce drag and exacerbate the situation. If the inclinometer is a half a ball out of trim, you are losing altitude in a single-engine go-around situation. The airplane is very predictable and its performance in the hands of a WELL-TRAINED pilot exceeds the manufacturer's specifications. But things happen extremely fast in the cockpit and it is not the place for a pilot with limited experience or inadequate training.

For whatever its worth, I have always maintained that, based on my comparative experience with other turbine aircraft, the aircraft should require a type rating because it cannot be flown like any other twin engine aircraft that I know of.

One of the best MU2 pilots I know operates a superb MU2 training facility: Reece Howell of Howell Enterprises in Smyrna, TN. I am certain you have spoken with him if you are researching

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[Redacted]

09/11/2005 12:21 PM

To Doug Rudolph/ACE/FAA@FAA
cc
bcc
Subject MU2 Flying

[Redacted]

Attached is a copy of this email in word format.

[Redacted]

I have owned my MU2B-35 for 14 months. This is the first turbo-prop aircraft that I have captained.

I have a small amount of Citation time and a Citation type rating. A am an ATP rated pilot, flight Instructor and Instrument Flight Instructor. I took an ATP checkride 6 months after beginning to fly the MU2B-35. I have over 30 years of flying experience with 20 years experience in piston powered Twin Cessna Aircraft. I am also an Air Traffic Controller, Air Safety Investigator for the National Air Traffic Controllers Association with experience on major go-team investigations. I am an A&P mechanic with Inspection Authorization. I have had MU2 initial and recurrent training at Howell Enterprises in Smyrna, TN.

Training from a qualified instructor is a key ingredient to flying the MU2. I would say that simulator training is not a requirement but an experienced instructor is.

With that said I find the MU2 a pure joy to fly. Single engine performance is fantastic. Single engine handling requires only a moment to configure and flying at that point very straight forward. My experience in transitioning from two decades of Twin Cessna experience is that the MU2 MUCH, MUCH easier to fly and configure! My ability to pass a challenging ATP checkride with minimal time in type stands as a testament to the value of excellent training and the superb handling of the MU2!



MU2 letter.doc

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[Redacted]

09/11/2005 01:09 PM

To Doug Rudolph/ACE/FAA@FAA
cc [Redacted]
bcc
Subject MU2 Notice

Dear Mr. Rudolph,
I am the owner of an MU2F. My experience with the airplane is that it is a safe and effective aircraft when flown properly. Since it is an airplane with high wing loading and employs spoilers, it is a bit different from other twin engine aircraft. For that reason good pilot training is essential.

[Redacted]



[REDACTED]
09/11/2005 04:12 PM

To Doug Rudolph/ACE/FAA@FAA, [REDACTED]
cc
bcc
Subject MU2 safety review

Dear Mr. Rudolph

I am writing in response to the MU2 safety review that the FAA is conducting. I have been an MU2 owner operator for 4 years now. I attend recurrent training at least once a year and perform all current maintenance schedules that Mitsubishi recommends. I have found the MU2 to be a very predictable and reliable aircraft to operate. I make sure that all instrument proficiency is current and that I examine myself for airworthiness before each and every flight. I believe that because of my commitment to proficiency and my astute attention to maintenance that the MU2 that I own and operate is a perfectly safe and enjoyable aircraft. I have owned 5 other high performance aircraft and have found each and every one of those to have more unpredictable flight characteristics than the MU2. When the safety records of other aircraft are considered, why doesn't the FAA examine the Cessna 421? Is this an unjustified attack because of lack of understanding? As I am sure you already know, the MU2 has had a safety review before and was found to be a safe aircraft. I ask that your department look very closely at all factors before any new recommendations be made, as I find, along with hundreds of my fellow MU2 owners, that the Mu2 is a very safe aircraft.

Best Regards
[REDACTED]

42



[Redacted]

To Doug Rudolph/ACE/FAA@FAA

[Redacted]

m>

cc

09/11/2005 06:10 PM

bcc

Subject Airworthiness Concern, Mitsubishi MU-2B

Dear Mr. Rudolph:

Since 1988, I have owned Mitsubishi MU-2B-20, N2100T, and I have over 1,300 hours in this airplane and other MU2-B models, both long and short. I started taking flying lessons when I was sixteen years old and to date at age fifty eight, I have accumulated over 7,900 hours total time. All of my training and flight time has been as a civilian, as I was not a pilot in the military. I own a Fixed Base Operation and operate my MU-2 for business and personal travel. I do not, nor have I ever flown Part 135. All of my turboprop time has been in the MU-2, and initial and recurrent training was received in a simulator at Flight Safety. After attending Flight Safety for initial training, I received 25 hours of dual in my airplane from two very experienced MU-2 instructors. I then flew the airplane solo for 25 hours prior to carrying passengers. These 50 hours of flying were required by my insurance carrier.

I consider myself to be nothing more than an average pilot therefore I cannot understand why there are concerns about control issues with the MU-2B. In [Redacted] I have landed and taken off from short and long runways at sea level and high altitude and flown in all conditions in the United States, Mexico, and the Caribbean. Due to the fact that we do maintenance on MU-2 aircraft, I have performed NTS shutdowns of the engines on the MU-2 after the engines have had gear box maintenance. After performing a NTS shutdown, I have flown the aircraft on one engine to learn how the airplane performs and to gain experience. In my 1,300 plus hours of flying various models of the MU-2B, I have never had an accident or a loss of control incident. This is not to say that I am a perfect pilot, for as most pilots, I have occasionally done some stupid things in this and other aircraft. The MU-2 is a solid stable airplane that has kept me out of trouble for 17 years. In my experience listening to pilots in my FBO lobby, most of the people who criticize this airplane have never been in one much less flown one. Unfortunately, there are pilots who fly this and others airplanes under adverse conditions with little or no training or experience and Congressmen who call for investigations just to increase their visibility or promote their own agenda. I am sorry for all losses of life in this or any other aircraft; however, I do not believe the MU-2B series of airplanes deserves to be investigated again because of pilot error or a Congressman's personal agenda. This airplane has been investigated more than any other airplane I can recall. It is time to give it a rest.

Kind Regards, [Redacted]

[Redacted signature block]

43
Mr. Doug Rudolph
Aerospace Engineer
Small Airplane Directorate
Dept ACB-112
901 Locust Street Room 301
Kansas City MO. 64106

Sept 11, 2005



Dear Sir,

This is in response to the Airworthiness Concern Sheet recently released regarding the Mitsubishi MU-2 aircraft. I am an owner operator of a 1978 Mitsubishi MU-2 P model which I have operated since 1996. I have been flying since 1971 when I began flight training as a teenager. I now have over 4000 hours total time of which over 1300 hours is in the MU-2. I hold an ATP rating with both single and multiengine land and sea ratings and I am type rated in a Grumman Albatros G-111 flying boat.

When I transitioned to the MU-2 I immediately recognized the need for formal flight training due to the high performance nature of the airplane. Even before I purchased the airplane I attended the 1996 PROP seminar put on by Mitsubishi Heavy Industries and its' subsidiary Turbine Aircraft Services. This seminar has been a very valuable experience and I return every other year as it is offered.

My formal flight training was with Flight Safety International and for the past 3 years I have been doing my annual recurrent training at Simcom Flight Training Center in Orlando.

I have never experienced any controllability issues with the MU-2. It clearly requires handling in accordance with the flight manual (POH) in that the high wing loading and high performance wing require attention to power management, airspeed, flap configuration and establishing a stabilized approach profile in order to safely and comfortably operate the aircraft. I have flown my airplane all over this hemisphere, from coast to coast, and from Northern Canada to Costa Rica, and I do so with the absolute belief that my friends and family are traveling in an extremely well engineered and reliable aircraft.

I have always reviewed the NTSB reports of MU-2 accidents and other than the issues with prop failures in the early 1990's and 1 case of a split flap condition I do not see evidence of aircraft failure causing departure from controlled flight. What I do see is the repeated failure of pilots operating the aircraft outside the recommendations of the POH, and those procedures taught at Recurrent Training Programs and the Mitsubishi sponsored PROP seminars.

It is unfortunate that all MU-2 pilots do not avail themselves of the training resources that are offered. This airplane must be respected and flown with a professional approach and when it is offers it's operator exceptional performance, comfort, and safety.

Your consideration of these thoughts is appreciated.

Respectfully,



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[Redacted]

09/11/2005 06:46 PM

To Doug Rudolph/ACE/FAA@FAA
cc
bcc
Subject MU2B

[Redacted]

Dear Mr. Rudolph,

I am responding to the inquiry regarding the MU2B aircraft. I own and fly MU2B-40 serial number [Redacted] I have flown this aircraft over 300 hrs in the last 8 months.

This is my first MU2 and first turbine aircraft. I have a total of 1250 hrs and transitioned from an Aerostar 680.

I obtained my initial training at Howell Enterprises and 6 months later trained at Simcom for re currency training although I had flown my airplane weekly. I intend to go back to Howell Enterprises for another re currency training in February 06.

My comments are that this aircraft does what it is commanded to do. Due to its design criteria it is an airplane that needs to be trimmed at all times and one must stay ahead of it just like any other airplane.

There are no "strange" quirks or mysteries in this aircraft. Unfortunately it has developed an unjust reputation in the aviation community, but by those who are not familiar with the airplane.

The cause of accidents will be complacency and lack of currency and continued training. Also to be fair we as humans will also always make mistakes.

I hope this perspective from a new MU2 pilot is of some help.

Sincerely,

[Redacted]