[redacted]

09/12/2005 07:47 PM

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

Dear Mr.. Rudolph

As a owner-pilot of a Mitsubishi MU 2B-60, 14VL, I would appreciate your consideration of my comments. I have over 500 hrs. in this aircraft. I fly 170 hrs per year in all kinds of weather and conditions for work and pleasure. I participate in a yearly recurrence course both class and flying with Reese Howell, Howell Enterprises, Smyrna, TN.

Having flown for a number of years, this is the best aircraft that I have encountered. It however does require training to be proficient. It has been certified and recertified by the FAA. I am not sure I know of another aircraft that has gone through such rigorous evaluation. In the end it is a safe plane when the pilot is trained to fly the aircraft.

I would like to relate two recent instances of the plane in adverse situations where the pilot followed procedure and no adverse outcomes or really any problems. The first was while in Feb. 2003 while climbing to FL230, we almost instantaneously iced at FL190 and even at full power could not climb. We followed the procedures outlined in the video on icing that the FAA has produced. We notified center, and descended to 14000 ft. If not well trained in this situation we could have had a less than optimal outcome. I can tell you that the plane in this extreme condition performed flawlessly and as expected. Because of the altitudes we use, the mountain flying that we do and the fact that we routinely cross fronts we see mild and moderate icing all the time. We rigoursly follow procedure and have no problems. This episode of severe icing showed that the aircrafts handles extremely well in deteriorating situations.

The second instance was a cabin depressurization at FL240. We had been at Aspen for four days and it had rained everyday. When we departed we were almost immediately cleared to FL250 and climbed to that altitude. When we started to descend to land in Tulsa, we had an immediate depressurization at FL240. We already had our oxygen mask around our necks per protocol. We declared an emergency, turned on the oxygen, emergency descent at 240kts. There were 3 passengers in the back and all had mask. We descended rapidly, safely to 12000 ft. . Later we found that we had a leak in the door seal that had been accentuated by the rain freezing and then on descent blew out. Again, well trained pilots following procedure and prepared for an emergency executed the procedure and the plane responded as expected, flawlessly.

When I first read in the AOPA news of the request for grounding of the MU 2 fleet, I went to the NTSB web site and reviewed the crashes that have occurred over the last few years. It became apparent that the thread was pilot error in judgment, lack of trained and poor maintenance. The MU 2 because of its ability to carry a large payload is routinely used as a cargo plane. Unfortunately many of the check carrying planes work at night and in less than optimum conditions. I know and have flown with some of these pilots and my understanding is that there is great pressure to go regardless of conditions.

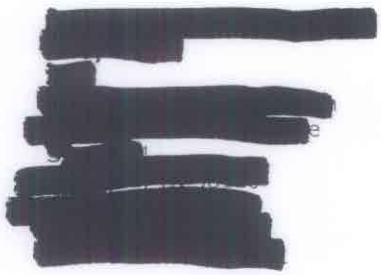
During my yearly training sessions with Reece Howell we go through real, not simulated engine out situations. When handled correctly this airplane performs unbelievably well on one engine. We always land on one engine to make sure we know how to handle the situation. I understand that real life emergencies are different, but this is why we train yearly and prepare with every flight.

I think you should also look at the situations and the airport in which these accidents happened. Centennial has also had fatal crashes with a Cessna 421 and a Cessna Conquest 1. No one is looking at

these aircraft even though the C421 has worse accident statistic than the MU2. The Conquest 1 crashed on the same ILS approach under similar conditions.

The answer to the problem is not to ground an excellent and safe aircraft but to emphasize initial training, recurrent training, and maintenance by the book.

If I can be of assistance or answer any questions, please let me know.



Add me to your address book... Want a signature like this?

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[redacted]

09/13/2005 02:43 AM

To Doug Rudolph/ACE/FAA@FAA
cc
bcc
Subject Mu2 Safety Review

To: Doug Rudolph,

I'm an employee of a part 135 operator, that has a fleet of 11 MU2's.

I've been flying them for 6 years now and have accumulated approx. 4000

hours in them. I've flown them in all kinds of weather and have never had the airplane suffer from any kind of control problem. I do the test flights after our own and out-sourced mechanics do any servicing on the aircraft. This includes intentional airborne engine shutdowns and taking the aircraft to a full stall while testing the stall warning devices on the aircraft. Our company has had one fatal accident involving the MU2 and the FAA and NTSB found no mechanical defects or problems during their investigation. Like so many occupations that revolve around complex mechanical equipment, proper initial training and continued refresher courses are imperative to help keep complacency from rearing it's ugly head! The statistics indicate that well over 90% of all aircraft accidents are caused by pilot error. The only reason the MU2 has ever been singled out is simply because when it was introduced the people that bought and operated them short changed themselves by not investin g in the proper training. Currently the insurance companies won't insure an operator unless they can show that they have had some form of formal training in the aircraft,which I'm in complete agreement with. I feel that to condemn the people that do respect the value of training and operate the MU2 in as safe a manner as any other aircraft is discriminatory in nature and should not even be considered.

Sincerely,

[redacted]

Yahoo! for Good
Click here to donate to the Hurricane Katrina relief effort.

139

[redacted]

09/13/2005 02:12 PM

To Doug Rudolph/ACE/FAA@FAA
cc [redacted]
bcc
Subject Airworthiness Concern Sheet. MU-2B

Mr. Doug Rudolph,

I have owned and operated MU-2B-60's since August of 1986 and accumulated approximately 2500 hours. I flew in the U. S. Marine Corps, mostly single engine jets, from 1956 to 1966. I flew for a major airline from 1964 until 1988. I'm rated in the 707, 720, 727, 747, 757, 767 & L1011. For the last 19 years plus I have flown my family and friends with no trepidation. I've had a catastrophic engine failure and the MU-2 preformed as advertised. Flown properly, this aircraft shows no unusual characteristics. .

Comments: The A/C is great. To improve safety, individuals should insure they have proper maintenance and training.

[redacted]

[redacted]

September 10, 2005

To: Doug Rudolf

[redacted]

[redacted]

Mr. Rudolf,

This letter is in response to the FAA Airworthiness Concern Sheet regarding the Mitsubishi Model MU-2B airplanes. I have been flying MU-2B airplanes for my company, [redacted] for more then seven years. As Chief Pilot for freight operations, it is my responsibility to monitor the operation of our MU-2 fleet. I have conducted numerous post maintenance test flights which has given me the opportunity to closely observe the flight characteristics of the MU-2. Based on my observations, any qualified pilot who is properly trained should be able to safely fly the MU-2.

Unfortunately in 2004 one of our company MU-2's was involved in a fatal accident. The NTSB found no mechanical failures with this airplane. It was determined pilot error was the cause of this accident. In my opinion, under the circumstances this accident could have occurred in any type of plane, and is not a reflection of the airworthiness of the MU-2.

Thank you for this opportunity to make these comments.

Sincerely,.

[redacted]

from the desk of

[redacted]

September 19, 2005

Mr. Doug Rudolph
Small Airplane Directorate
Departemnt ACE-112
901 Locust Street, Room 301
Kansas City, MO 64106

RE: MU-2B Mitsubishi Airplanes

Dear Mr. Rudolph:

This letter is in response to the FAA ACS date 9/2/5 regarding the MU-2B aircraft.

By way of introduction, I am an ATP rated pilot. I maintain my CFII/MEI certificates and have a total of approximately 6,000 hours total time, presently logging about 700 hours per year as p.i.c.

I am the operator of an MU-2B. I am Senior Captain and Chief Pilot for [redacted] operating a Citation 560. I also enjoy operating in many other makes and models, i.e. Beech Baron, Beech Duke, Beech King Air, Piper Seneca, and numerous smaller Beech, Cessna, and Piper singles. I have experience in single pilot 135 operations as well. I instruct approximately 100 hours per year at all levels, from student pilot initial training to upper end, high performance twin engine aircraft instruction (recurrent and initial training for Beech Duke).

In November of 2004, our business acquired a 1978 MU-2B-26A, a "short-body" MU2. Immediately upon delivery, I completed the required initial training and IOE with Professional Flight Training in Salina, KS. My instructor is Mr. Shawn McDonnell. Because I value training very highly, I voluntarily completed an annual recurrent training session with Mr. McDonnell in May of 2005, (six month cycle).

I have found no problems in adapting to this aircraft. I have accumulated about 200 hours total time, flying in IFR, flying in close proximity to convective weather, conducting winter operations, including occasional flight in light to moderate icing conditions, and find to the contrary of what seems to be opined by those unfamiliar with the aircraft, that the MU2 is extremely stable, consistent, and trustworthy platform. The anti-icing and de-icing systems are robust. The only comment that I could bring to light compared to the other makes and models I fly, is that the aircraft is very trim sensitive, and requires the pilot to be "in harmony" with the phase of flight being conducted. Smooth transitions between phases of flight seem to come effortlessly, provided the pilot keeps focused, and uses normal aeronautical decision making skills and keeps thinking ahead of the aircraft. These are the same skills I use in the other makes and models I fly. Configuration issues are straight forward. Since the aircraft uses a "roll spoiler", certain

September 19, 2005

procedures (i.e. engine-out, or transition from take-off to cruise/climb configuration) are handled with slightly different procedures than aileron aircraft. Also, wing configuration through the full span flap system requires slightly different operational procedures. These procedures are in NO WAY troublesome.

Our engine out drills, during initial and IOE, revealed no handling difficulties with the aircraft. There are some minor procedural differences between the MU2, and in similar and smaller propeller driven aircraft, but these very procedures are roughly similar to operating the Citation. By way of example, engine failure during takeoff, with take-off continued, the pilot does not reconfigure the aircraft, except to trim away the spoiler load to maintain wings level, and establish climb. This is very similar to the procedure in the C560 i.e., "Don't touch the flaps"! Once the aircraft is clear of obstacles, then gear is retracted and flaps are brought up. The aircraft has a great power to weight ratio, and exhibits satisfactory single engine climb and flight characteristics.

I make a practice of striving for continuous improvement as an airman, and to learn from the mistakes of others. While I am certainly no mishap expert, the incidents which have given rise to this ACS are very similar to reports I have read for other makes and models. It seems there may be some misconceptions among non-operators who do not understand the aircraft. Also, there may be a possibility of training short-comings, or a failure of pilots, once trained, to adhere to accepted procedures for the MU2, that are the real cause of the perceived problems, not the aircraft itself.

On a final note, the aircraft is rugged, reliable, fast and efficient. The passengers who have been aboard our aircraft all comment on the great ride, and enjoy the speed and economy which are the MU2's hallmark. Please contact me at your first convenience should you have any questions about the foregoing.

Sincerely,

MA

Michigan Aviation

Repair Station No. KL2R956K

OAKLAND COUNTY INTERNATIONAL AIRPORT
6150 Highland Road
Waterford, Michigan 48327
(248) 666-3440
Fax (248) 666-4630

September 12, 2005

Doug Rudolph
Small Airplane Directorate
Dept. ACE-112
901 Locust Street, Room 301
Kansas City, MO 64106

Doug:

After reviewing the letter we received from Mitsubishi Aircraft Owners and Pilots Association (MAOPA), concerning the supposed unsafe flight characteristics of the Mitsubishi MU-2, Michigan Aviation felt compelled to respond in defense of the MU-2.

Michigan Aviation has maintained MU-2 aircraft for many years and we feel these statements are untrue and unjust. We have an intimate knowledge of this aircraft's construction and flight characteristics and as such we feel that a properly maintained and piloted MU-2 is one of the safest turboprop aircraft in the industry. It is our hope that this letter will aid in setting the record straight concerning the MU-2 and finally put to rest these false accusations.

I am available for any questions or concerns you may have concerning this matter and look forward to speaking with you.

Sincerely,

[redacted]

9-9-05

[redacted]

Mr. Doug Rudolph
901 Locust Street, Room 301
Kansas City, MO 64106

Dear Mr. Rudolph

Ref: Airworthiness Concern For the Mu-2 Aircraft

I am a pilot currently flying the Mu-2B-60 type aircraft and have accumulated over 1,400 total flying hours in the MU-2.

I have not had any control problems in the MU-2 aircraft that I have flown over the years.

I do think that good quality and thorough *initial and recurrent* flight training is necessary to maintain proficiency in this aircraft.

I think that the MU-2 is a well designed and built aircraft with the necessary maintenance support and quality flight training available.

The MU-2 aircraft with the proper maintenance and care should be around for many years to come.

Sincerely,

[redacted]

September 13, 2005

Mr. Doug Rudolph
Aerospace Engineer
Small Airplane Director
Dept. ACE-112
901 Locust St., Room 301
Kansas City, MO 64106

FAX: (816) 329-4090

Dear Mr. Rudolph:

I am in receipt of the Airworthiness Concern Sheet dated September 2, 2005 concerning the Mitsubishi Model Mu2B-60.

I have owned and flown a Mu2B-K or a Mu2B-40 aircraft since 1981. I have flown a total of 7850 hours. This includes 6643 hours in multi-engine aircraft and 2857 hours in my Mitsubishi Mu2B-40. I have attended two – five day initial training courses and 25 - three day annual recurrent training courses at Flight Safety International and Simcom training centers.

In reviewing the preliminary reports concerning the two accidents involving the Mu2B-60 aircraft near Centennial Airport in Denver, Colorado, it is my opinion that the accident of December 10, 2004, at night under VFR conditions, was the result of the pilot banking the aircraft too steeply in an attempt to return to the airport at a minimum air speed. The effective wing span was reduced by the cosine of the angle of the bank, subsequently the stall speed was increased. When the inside wing stalled it fell through. This was not because of a deficiency of the aircraft, but a deficiency in the training of the pilot. I have owned an interest near Loveland Pass for many years. There have been six serious airplane accidents in the vicinity. Typically the aircraft would be attempting to cross the divide and as the air density became less and the horse power of the engine became less, the pilot realized he had to turn. The pilots of five of the aircraft tried to turn about, but experienced the same problem described above; low airspeed and steep bank caused the inside wing to stall. The sixth aircraft was the Martin 404 carrying part of the Wichita State football team to Logan, Utah for a game. There were no Mitsubishi aircraft involved in any of these accidents.

I have flown my Mu2B-40 into Centennial Airport many times, day and night. The field elevation is 5000' higher than my home field. The performance and maneuverability of the aircraft has been very satisfactory. In a simulator I have practiced engine out conditions on very hot days at 6000' elevations, similar to APA and have plenty of power and performance margins. I believe the pilot on December 10, 2004 was not properly trained to fly the Mu2 on one engine. A need for annual recurrent training was indicated.

As to the August 4, 2005 flight, the pilot crossed Casse at 7200', 800' below the published crossing altitude. The report stated that the aircraft continued to descend below the glide slope. The tower operator advised shortly before impact, "----check altitude----your altitude indicates six thousand four hundred --- you appear to be well below the glide slope." Again, the aircraft was not the problem.

I understand there have been other recent fatal accidents at APA including a Cessna 421 and a Cessna Conquest. I wonder why two Mu2B accidents triggered this "Safety Review" when the Cessna 421 has higher accident statistics and no such review has been called.

Very truly yours,

[redacted]

DBH ATTACHMENTS, INC.
P.O. Box 734
158 Sunrise Drive
Adamsville, Tenn. 38310

[redacted]

[redacted]

Fed. ID 62-0952218

FAA Small Airplane Directorate
Attn: Mr. Doug Rudolph

Sept. 12, 2005

We have owned and flown two different MU2 aircraft since 1976 and have never experienced any control problem either in the air or on the ground.

My training included single engine operation as well as all emergency procedures. I have maintained a training program over the years and feel the MU2 is one of the best and safest aircraft I have ever flown when operated within both the limitations of the pilot and the aircraft.

As a pilot, I have over 4,000 hours in an MU2 and 4,000 plus hours in other twin engine aircraft of different makes and models. I feel it is an airplane that has to be flown in the right way in order to be safe.

Owner and Pilot

[redacted]

[redacted]

September 12, 2005

Doug Rudolph
FAA Small Airplane Directorate
Email: doug.rudolph@faa.gov
Fax (816) 329-4090

RE: FAA Airworthiness Concern Sheet of 9/2/05

Dear Mr. Rudolph:

In response to the Airworthiness Concern Sheet the following is submitted:

1. I am a Member of AEF LC VII, the owner of Mitsubishi MU-2B, FAA registration number [redacted]

2. My review of loss of control incidents of December 10, 2004, and August 4, 2005, as well as, other incidents described in the NTSB data, shows the loss of control is primarily the result of pilot error. NTSB data clearly establishes this is the primary reason for the great majority of loss of control events in all aircraft.

3. The detail which would prevent loss of control events is proper training plus mandatory and proper recurrent training in any aircraft that a pilot may be operating.

Very truly yours,

[redacted]

[redacted]

JET AIR CORPORATION
1921 AIRPORT DRIVE • AUSTIN STRAUBEL FIELD
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[redacted]

September 12, 2005

Mr. Doug Rudolph
Small Airplane Directorate
Dept ACE-112
901 Locust Street Room 301
Kansan City, MO 64106

SUBJECT: Airworthiness Concern Sheet Mitsubishi Aircraft Model MU-2B

Jet Air Corporation has been maintaining the Model MU-2B aircraft since 1969. We have been a service center since the aircraft arrived in the United States. We are not pilots and we don't owe any type aircraft.

The latest concerns from the general public we feel are unwarranted and the general public is very misinformed about the operation of the MU-2B.

Proper training and proper maintenance are essential for any type aircraft.

Before the MU-2B fleet is grounded, we feel the FAA needs to look at all aspects of each flight in question. The maintenance records, pilot's qualifications, pilot's training, medical issues, weather; the aircraft can't be blamed for inadequacies.

Mitsubishi Heavy Industries of America continues to promote all safety aspects.

If you have any questions or concerns please feel free to call me any time. This matter is of great concern to our personnel and company.

Respectfully,

[redacted]

Barry Simpson Aircraft Sales, Inc.

325 Haversham Dr. • Colorado Springs, CO 80906 • 719-596-7324 • Fax 719-596-[redacted]343

September 12, 2005

Mr. Doug Rudolph
FAA Small Airplane Directorate

VIA Email : doug.Rudolph@faa.gov

Dear Mr. Rudolph,

I would like to comment in regards to the MU2 Safety Review that is underway.

First my qualifications, I have an ATP, AMEL, and several type ratings. I have over 7,000 hours of which 2100 hours are in MU-2's. I have been flying the aircraft on and off since 1979. I am currently flying a "K" model for my own personal use. I am president of Barry Simpson Aircraft Sales, Inc. based in Colorado Springs.

Being in the sales business I have had the good fortune to fly several aircraft. I have flown all of the major manufactured turbo props. I can tell you that, if I had to choose the safest turbo prop aircraft, it would be the MU-2. I have never felt safer in any other aircraft. This plane is so well built and easy to maintain. When I first started flying the MU-2, I had a multi with 250 in a Cessna 421. I took the Flight Safety course and have never had any trouble or concerns.

I do recurrent training every year and fly the aircraft a 100 + hours per year. I am from Colorado and am furious with my congressmen for asking the FAA to ground these aircraft. Not one of them is a pilot or have any general aviation experience. There has been several other crashes at Centennial airport on approach to the same runway in IFR conditions. A Cessna Conquest 1 in the last month with fatalities.

In conclusion I feel that there is nothing wrong with this aircraft! It has been the most studied aircraft in the world with nothing ever being found wrong with this plane. Accidents happen and unfortunately the MU-2 has been singled out. I would think you would want to look at the operator at Centennial Airport since both of the MU-2's that crashed were theirs. Training is always the key to being safe in any airplane.

I thank you for your time and hope that the FAA will not do anything to make our life, as owners of this fine airplane, any more difficult than it already is!

Best regards,

[redacted]

[redacted]

September 9, 2005

Mr. Doug Rudolph
Federal Aviation Administration
Department ACE-112
901 Locust Street, Room 301
Kansas City, MO. 64106

Dear Mr. Rudolph:

This letter is in response to the FAA Airworthiness Concern Sheet (ACS) dated September 2, 2005 referencing the Mitsubishi MU-2B. I know the MU-2 has experienced relatively lengthy accident-free periods in recent years and assume this ACS is a response to two recent accidents at Denver Centennial Airport.

The aircraft involved in the accidents at Centennial were operated by the same company and preliminary information indicates that one accident involved CFIT (inadvertent controlled flight into terrain), and the other involved loss of control by the pilot (attempted runway overshoot correction resulting in a steep bank with insufficient airspeed). It appears that neither of these accidents involves a scenario peculiar to the MU-2.

I have flown over 8,000 hours as pilot, check airman, and instructor in Mitsubishi MU-2 aircraft with over 2,000 hours in the MU-2B-60 and currently fly as Captain on Boeing 737 aircraft for a major airline. I continue to fly the MU-2 on an occasional basis.

I have had the opportunity to experience the MU-2's complete performance envelope, having been involved in production flight tests as well as previous certification reviews. Unusual attitude and stall recoveries are conventional and easily accomplished.. Recovery from single-engine stalls (one propeller feathered) requires a specific technique (use of spoilers). I expect this maneuver has not been attempted in most twin-engine aircraft, but in my opinion illustrates the control capabilities of the MU-2. The aircraft has excellent controllability in all flight regimes. As with many transport category aircraft, the use of spoilers should be minimized in an engine-out situation.

In engine-out procedures the proper use of roll trim (via trim ailerons) is important. A good training program should emphasize these techniques and procedures.

Although the MU-2B aircraft systems are relatively straightforward and simple, perhaps the previously proposed requirement for an MU-2 pilot type rating would assure that pilots of this high performance aircraft can demonstrate proficiency to the level of an ATP pilot. My observation and experience in my association with MU-2 aircraft for over 30 years is that regular initial and recurrent simulator-based training is a must for MU-2 operators.

Since the two most recent accidents involve the same operator, perhaps there should be some focus on this operator's training program and operating procedures.

Please feel free to contact me if I can assist you in any way.

Sincerely,

[redacted]

JWC/sc
cc: