AAOG Updates

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MU-2 Limited Edition Update

by Chuck Brelsford

The first *Limited Edition* airplane is a MU-2-26A (P Model), N500LE. The entire airframe has been inspected and all discrepancies noted have been corrected. The flight control and flap systems have all been rigged to production specifications. This is apparent in the operation of the airplane, because it has very responsive handling characteristics in flight. The airplane is very smooth to fly, and very easy to trim and there is no roll noted during flap extension, or retraction. The well trimmed airplane allows the autopilot (Bendix M-4D) to operate smoothly as well.

The #1 battery was moved from the forward right avionics bay to the right wheel well area. The relocation of the battery and the improvements noted above have made the landing operation much easier, even with two pilots and the aircraft at light weight.

The landing gear has been totally rebuilt and operates smoothly and quietly. A new soundproofing / acoustic package has been installed throughout the cabin noticeably reducing the interior noise. The cabin has been sealed and the pressurization system works as advertised.

The original TPE331-5 engines have been overhauled and converted to the TPE331-10T model. The airplanes with the -10T and -10AV engines require manual fuel enrichment during start, versus the auto fuel enrichment, on the later SRL equipped airplanes with the production -10 engines. During engine starts in hot and / or high altitude environments, it is highly recommended to use a power cart or the battery series start mode which allows the engine to start quickly

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and cooler. At takeoff power and low airspeed, the roll and yaw moments on the Limited Edition are typical of what is experienced on the MU-2 Solitaire. The low timed engines are evenly matched and provide plenty of power on takeoff, all the way up to cruise altitude. The airplane is capable of cruising at FL 280. The -10T engines consume more fuel per hour than their -5 predecessors, but the overall fuel consumption is offset by the increased airspeed. True airspeeds of 310, to 315 knots are normal. Engine operations during decent and landing are very similar to the Solitaire.

The Limited Edition is very well equipped with some of the latest avionics systems. The aircraft has been upgraded with a SAGEM Integrated Cockpit Display System. Both pilot and co-pilot panels have primary flight displays, with a multi function display located in the center panel. The displays provide flight, engine indication, moving map, traffic, terrain, and radar information via line select keys and selectable pages within each display. The engine indications are normally displayed on the multi function display, but the system has a reversion feature. In the event of a display failure, the presentation on the failed unit will be displayed on one of the other operating displays. The engine indication presentation is very clear and the exceedence awareness is very helpful to the pilot.

When other information pages are selected to be presented on the multi function display, the engine indications move to one of the primary flight displays. The overall avionics system provides a high degree of situational awareness and a vast amount of information is easily retrieved. SAGEM is working to improve the smoothness of the flight presentation. The functionality of the SAGEM System is comprehensive with a large amount of information available at the pilot's fingertips. The MU-2 Limited Edition operates like an airplane just off the production line.

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