

# STC Approved for Replacement of Capital Windshield

Originally, MU-2 aircraft were certified with acrylic front windshields and an ethylene glycol based deicing system. As the MU-2 evolved, a glass, three-ply heated windshield was developed. Customers found that they preferred the anti-icing qualities of the glass system based on its durability, effectiveness, and the fact that there was no need to repeatedly service the airplane with glycol. That opened the door for Capital Aviation of Springfield Illinois to develop STC38GL to install heated pilot side windshields in earlier model MU-2s. While the Capital STC did not eliminate the need to maintain the glycol system (glycol remained the only way of deicing the copilot's front windshield), it did provide all of the operational benefits of the glass windshields.

However, the original Capital windshields were a different and non interchangeable part with current production windshields. Also, by fleet standards, few were sold, so the manufacturer elected to cease production several years ago. Therefore, since production had ceased, when a Capital windshield failed, it could not be replaced with a new glass windshield. The only replacements available were used Capital or new acrylic windshields.

Recently, Pittsburg Plate Glass (PPG), with the assistance of Intercontinental Jet and Turbine Aircraft Services and the concurrence of Mitsubishi, addressed this issue. The glass windshield manufacturer certified the current production MU-2 pilot's windshield for installation in all early model MU-2 aircraft up through and including the L and M models. STC5979AT-A is now available to provide either a replacement for a malfunctioning Capital windshield or as a new installation on one of the eligible models. Intercontinental Jet of Tulsa will administer the distribution and sales of this STC.

The installation includes a new temperature controller and windshield. The inner and outer windshield layers are made of tempered glass, coated on the outside for anti-static protection. It is a fail safe design, meaning that failure of either glass layer will provide full protection from all flight and pressurization loads. The heating element is sandwiched between the middle polyurethane layer and the outer glass layer, and the controller maintains the window heat at approximately 104 degrees F. A high heat mode, available on later MU-2 models, is not provided with this STC. Operation of the new heated windshield is controlled by the pilot with a three position switch on the overhead panel labeled "Windshield Heat and Alcohol," "Off," and "Windshield Heat."

MU-2 operators wishing to repair their Capital windshield or to upgrade their aircraft should contact Mark James at Intercontinental Jet at 918-834-8888. Down time will typically be 1 week.