

Note 3: All affected Models PA24 and PA24-250 airplanes were equipped at manufacture with P/N 20829-00 main gear side brace studs. All affected Models PA24-260, PA24-400, PA30, and PA39 airplanes were equipped at manufacture with P/N 22512-00 main gear side brace studs. A P/N 95299-00 or P/N 95299-02 stud installed in an applicable Model PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, or PA34-200T airplane may be identified by removing the stud and measuring the shank diameter of the stud. If the shank measures 5/8-inch in diameter, a P/N 78717-02 main gear side brace stud is installed. The FAA is aware of no methods of determining the main gear side brace stud P/N while the stud is installed.

(1) For any main gear side brace stud found cracked, prior to further flight, replace the cracked stud with an FAA-approved serviceable part (part numbers referenced in the table in paragraph (c) of this AD) in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and accomplish one of the following, as applicable:

(i) Reinspect and replace (as necessary) as specified in paragraph (c) of this AD; or  
 (ii) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, the P/N 95299-00 or 95299-02 main gear side brace studs are no longer manufactured. A new main gear side brace stud bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable, must be installed if cracks are found as specified in paragraph (a)(1) of this AD. No repetitive inspections will be required by this AD for these affected airplane models when this bracket assembly is installed.

(2) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, inspect the main gear side brace assembly to ensure that the appropriate number of bushings are installed:

(i) For the 1/16-inch main gear side brace stud, P/N 95299-00 or P/N 95299-02, two bushings must be installed in the bracket assembly.

(ii) For the 5/8-inch main gear side brace stud, P/N 78717-02, one bushing must be installed in the bracket assembly.

(iii) Prior to further flight, replace any bracket assembly where the inappropriate number of bushings are installed.

Note 4: The PA34-200T Illustrated Parts Catalog (Revision dated May 1983, Piper P/N 761 589), Figure 45, Item 52, illustrates this one and two-bushing installation.

(3) For any main gear side brace stud not found cracked, prior to further flight, reinstall the uncracked stud in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect and replace (as necessary) as specified in paragraph (c) of this AD.

(b) Owners/operators of the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes may have a new main gear side brace bracket assembly, P/N

95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable, installed at any time to terminate the inspection requirement of this AD.

(c) Reinspect both the left and right main gear side brace studs, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Inspections must be accomplished by a facility approved by the FAA to accomplish the applicable inspection method. Replace any cracked stud or reinstall any uncracked stud as specified in paragraphs (a)(1) and (a)(3) of this AD, respectively:

| Part No. installed    | TIS inspection interval | Model airplanes installed on   |
|-----------------------|-------------------------|--|
| 20829-00              | 1,000 hours             | PA24 and PA24-250.   |
| 22512-00              | 1,000 hours             | PA24-260, PA24-400, PA30, and PA39.  |
| 95299-00 or 95299-02. | 500 hours               | PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T. |

Note 5: Accomplishing the actions of this AD does not affect the requirements of AD 77-13-21, Amendment 39-3093. The tolerance inspection requirements of that AD still apply for Piper PA24, PA30, and PA39 series airplanes.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) Information related to this AD may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment (39-9386) becomes effective on November 17, 1995.

Issued in Kansas City, Missouri, on September 28, 1995.

John R. Colomy,  
*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**26 CFR Part 1**

[T.D. 8606]

RIN 1545-AR23

**Definition of Qualified Electric Vehicle, and Recapture Rules for Qualified Electric Vehicles, Qualified Clean-fuel Vehicle Property, and Qualified Clean-fuel Vehicle Refueling Property; Correction**

**AGENCY:** Internal Revenue Service, Treasury.

**ACTION:** Correction to final regulations.

**SUMMARY:** This document contains a correction to final regulations, Treasury Decision 8606, which was published in the Federal Register on Thursday, August 3, 1995 (60 FR 39649). The final regulations are on the definition of a qualified electric vehicle, the recapture of any credit allowable for a qualified electric vehicle, and the recapture of any deduction allowable for qualified clean-fuel vehicle refueling property.

**EFFECTIVE DATE:** August 3, 1995.

**FOR FURTHER INFORMATION CONTACT:** Joanne E. Johnson at (202) 622-3110 (not a toll-free number).

**SUPPLEMENTARY INFORMATION:**

**Background**

The final regulations that are the subject of this correction are under sections 30 and 179A of the Internal Revenue Code.

**Need for Correction**

As published, T.D. 8606 contains an error which may prove to be misleading and is in need of clarification.

**Correction of Publication**

Accordingly, the publication of the final regulation (T.D. 8606), which was the subject of FR Doc. 95-19028, is corrected as follows:

On page 39649, column 1, in the heading, the language "RIN 1545-AR64" is corrected to read "RIN 1545-AR23".

Cynthia E. Grigsby,

*Chief, Regulations Unit, Assistant Chief Counsel (Corporate).*

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