

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

To prevent corrosion of the wing lift strut, which, if not detected and corrected, could cause the wing to separate from the airplane, accomplish the following:

(a) Inspect the two rear wing lift struts, (P/N 2079E) and the two front wing lift struts (P/N 2080E) for internal corrosion in accordance with the *INSTRUCTIONS* and *INSPECTION PROCEDURE* sections specified in Maule SB No. 11, Issued: October 30, 1995.

(1) If evidence of corrosion damage is found, prior to further flight, accomplish one of the following:

(i) Replace the damaged strut with an airworthy strut of the same part number that has been treated internally with corrosion preventative in accordance with the *INSPECTION PROCEDURE* section specified in Maule SB No. 11, Issued October 30, 1995, or

(ii) Replace the damaged strut with a sealed wing lift strut, P/N 2200E or P/N 2201E, as applicable, in accordance with the instructions specified in PART II of the *INSTRUCTIONS* section of Maule SB No. 11, Issued October 30, 1995.

(2) If no evidence of corrosion damage is found, prior to further flight, treat the strut internally with corrosion preventative in accordance with the NOTE in the *INSPECTION PROCEDURE* section in Maule SB No. 11, Issued October 30, 1995.

(b) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, 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 Aircraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(c) The inspection and possible replacements required by this AD shall be done in accordance with Maule Service Bulletin No. 11, Issued: October 30, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Maule Aerospace Technology, Inc., 2099 GA Hwy., 133 South, Moultrie, Georgia, 31768. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(d) This amendment (39-9476) becomes effective on January 26, 1996.

Issued in Kansas City, Missouri, on December 22, 1995.

Dwight A. Young,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-270 Filed 1-8-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 94-ANE-63; Amendment 39-9458; AD 95-03-10]

#### Airworthiness Directives; Textron Lycoming O-235 Series Reciprocating Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule, request for comments.

**SUMMARY:** This document publishes in the Federal Register an amendment adopting airworthiness directive (AD) 95-03-10 that was sent previously to all known U.S. owners and operators of Textron Lycoming O-235 series reciprocating engines by individual letters. This AD requires a one-time inspection within the next 5 hours time in service to determine the part number (P/N) and revision letter of the push rod installed on the engine. All push rods with P/N 73806 and revision letters "V" or "W" must be replaced with serviceable parts. This amendment is prompted by reports of several failures of push rods. The actions specified by this AD are intended to prevent engine roughness and power loss, which could result in loss of the aircraft.

**DATES:** Effective January 24, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-03-10, issued on February 7, 1995, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 11, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-63, 12 New England Executive Park, Burlington, MA 01803-5299.

The applicable service information may be obtained from Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. This information may be examined at

the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Nick Minniti, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7510, fax (516) 568-2716.

**SUPPLEMENTARY INFORMATION:** On February 7, 1995, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 95-03-10, applicable to Textron Lycoming O-235 series reciprocating engines, which requires a one-time inspection within the next 5 hours time in service to determine the part number (P/N) and revision letter of the push rod installed on the engine. All push rods with P/N 73806 and revision letters "V" or "W" must be replaced with serviceable parts. That action was prompted by reports of several failures of push rods, P/N 73806, installed in Textron Lycoming O-235 series reciprocating engines. The manufacturer's investigation has determined that the failures initiated from scoring on the inner diameter (I.D.) of the push rod tube. The scoring was introduced during the extrusion of the tube at the supplier. These push rods were installed in engines shipped from the factory between February 22, 1993, and September 2, 1994, or were installed as serviceable parts on or after February 22, 1993. This condition, if not corrected, could result in engine roughness and power loss, which could result in loss of the aircraft.

Since publication of the priority letter AD, the FAA has received reports of confusion regarding whether a previous AD, 80-25-02 R2, also applicable to pushrod P/N 73806, remains in effect. This final rule AD clarifies in a note that compliance with AD 80-25-02 R2 is still mandatory.

The FAA has reviewed and approved the technical contents of Textron Lycoming Mandatory Service Bulletin No. 552, dated November 1, 1994, that lists by serial number engines shipped from the factory between February 22, 1993, and September 2, 1994, and describes procedures for inspection of push rods to determine if they require replacement.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 95-03-10 to prevent engine roughness and power loss, which could result in loss of the

aircraft. The AD requires a one-time inspection within the next 5 hours time in service to determine the P/N and revision letter of the push rod installed on the engine. All push rods with P/N 73806 and revision letters "V" or "W" must be replaced with serviceable parts. Textron Lycoming has determined that it is not possible to visually inspect the push rod tube for I.D. scoring that can cause the part to fail. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on February 7, 1995, to all known U.S. owners and operators of Textron Lycoming O-235 series reciprocating engines. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-ANE-63." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### **PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-03-10 Textron Lycoming; Amendment 39-9458 Docket 94-ANE-63.

*Applicability:* Textron Lycoming O-235 series reciprocating engines, shipped from the factory between February 22, 1993, and September 2, 1994, and identified by serial number in Textron Lycoming Mandatory Service Bulletin (MSB) No. 522, dated November 1, 1994; and all Textron Lycoming O-235 series reciprocating engines that have had push rods, part number (P/N) 73806, installed as service parts on or after February 22, 1993. These engines are installed on but not limited to the following aircraft: Piper PA-11, -12, -18, -22, -28, -38; Cessna 152, A152; Beech 77; Taylorcraft F-21; and Gulfstream American AA1 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Note 2: This amendment does not supersede AD 80-25-02 R2, which also applies to pushrod P/N 73806. AD 80-25-02 R2 continues in effect and must be complied with.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent engine roughness and power loss, which could result in loss of the aircraft, accomplish the following:

(a) Within 5 hours time in service (TIS) after the effective date of this AD, inspect push rods for P/N and revision letter. All push rods with P/N 73806 and revision letter "V" or "W" must be replaced with serviceable parts in accordance with Textron Lycoming MSB No. 522, dated November 1, 1994.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

(c) 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 aircraft to a location where the inspection required by this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with the following MSB:

Document No.	Page	Date
Textron Lycoming MSB No. 522. Total pages: 2.	1-2	November 1, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective January 24, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-03-10, issued February 7, 1995, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on December 8, 1995.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.*

[FR Doc. 96-272 Filed 1-8-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 95-ANE-67; Amendment 39-9460, AD 95-26-02]

#### Airworthiness Directives; Textron Lycoming Reciprocating Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Textron Lycoming reciprocating engines installed on certain aircraft identified by registration numbers. This action supersedes priority letter AD 94-14-13 that currently requires engines certified to operate on 91 octane or higher aviation gasoline (avgas) to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. This action revises incorrect engine model numbers and aircraft registration numbers listed in the priority letter AD. This amendment is prompted by the Federal Aviation Administration (FAA)

receiving more accurate information concerning which aircraft were fueled with the contaminated mixture at the affected airports. The actions specified by this AD are intended to prevent detonation due to low octane, which can result in severe engine damage and subsequent failure.

**DATES:** Effective January 24, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 11, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-67, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Textron Lycoming, Reciprocating Engine Division, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park; telephone (617) 238-7113, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** On June 23, 1994, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 94-14-13, applicable to Textron Lycoming (formerly Avco Lycoming) O-235-12C, O-235-L, O-320-A, O-320-B2C, O-320-E, O-320-E2A, O-320-E2D, O-320-E20, O-320-D2J, O-320-D3G, O-320-H2AD, IO-320-B, IO-320-B, IO-320-C, LO-320-A4K, LO-320-D1D, O-360-A, O-360-A4M, O-360-F, IO-360-A, IO-360-BIB, IO-360-C, LO-360-A1A, LO-360-A1D, LIO-360-A1A, LIO-360-A3B6D, TIO-360-C, TVO-435-AIA, O-540-E, O-540-C, O-540-J, IO-540-C, IO-540-D, IO-540 E 290, IO-540-K, TIO-540-F, TIO-540-J, TIO-540-S, 165D-540-B 380, and R-680 series reciprocating engines, installed on the following U.S. registered aircraft: N1010F, N106RE, N1068M, N110MP, N1285X, N1317P, N1344V, N14006, N15851, N1666C, N177DT, N1920F,

N1928Q, N20HT, N20NC, N20ND, N207X, N2040Q, N2128W, N2165M, N2185K, N2232Z, N22874, N2300R, N2346G, N2394Q, N24395, N24627, N24860, N250M, N2555V, N25562, N2578L, N2603Y, N26602, N28FG, N2811R, N2815F, N2817Q, N2819A, N2848Q, N28683, N2927M, N2964K, N3060M, N32388, N33696, N34242, N36358, N3737U, N37500, N3945K, N40ES, N40VF, N400JM, N4222J, N4293Y, N4316T, N4320F, N4497U, N4515P, N4602S, N4674S, N4687P, N47SG, N4796V, N47964, N48ES, N494FL, N5199U, N52015, N5217L, N5254K, N5344K, N5418W, N54228, N54661, N5547Q, N55521, N56GS, N56884, N59850, N6005Z, N6045M, N61569, N6239H, N62801, N6286W, N6297V, N63R, N6370P, N6412D, N64120, N6480D, N6483Q, N6493Q, N65425, N671A, N67615, N67975, N68SC, N68937, N6905V, N7ZX, N70416, N71RJ, N711PG, N714ZU, N7157V, N7195G, N7213P, N7230F, N7230Q, N7248H, N73064, N733WH, N734TA, N7361R, N737CM, N737NV, N738GX, N738KC, N738KF, N738KK, N738RC, N738ZL, N739RF, N75381, N755GA, N756RV, N757SK, N757SX, N757TU, N7724M, N777EE, N78887, N78901, N7894V, N792BW, N804EH, N8070P, N8094Q, N81RP, N81203, N8144G, N8149E, N8184X, N8201B, N82182, N8223W, N8264W, N8286W, N8306D, N8372L, N8494E, N8537J, N8579H, N8691Y, N8810P, N8961P, N9114H, N9140J, N9157S, N9296P, N9407K, N9444R, N9451B, N95WT, N9574L, N96TB, N96134, N9666V, N9673L, N9728U, N9783L, N9808J and N9864C. That action requires teardown and analytical inspection for engines certified to operate on 91 or higher octane aviation gasoline (avgas), and differential compression test and examination of the oil filter for engines certified to operate on 80 octane avgas. That action was prompted by reports of reports of aviation gasoline (avgas) being contaminated by Jet A fuel. After investigation, the source of the contamination has been determined to be the refiner of the avgas. Through its distribution system, the refiner inadvertently caused Jet A fuel to be loaded into distribution tanks intended for avgas. Contaminated avgas from these distribution tanks was then shipped to local fuel distributors. The FAA has determined that aircraft with certain Textron Lycoming engines installed were fueled with this contaminated mixture between May 22 and June 2, 1994, at Sacramento Executive (SAC) airport, or between May 18 and June 2, 1994, at Sacramento Metro (SMF) airport. The list of U.S.