

projects. When farm inventory property is larger than a family-size farm, the county official will subdivide the property into one or more tracts to be sold in accordance with §1955.107 of this subpart. Division of the land or separate sales of portions of the property, such as timber, growing crops, inventory for small business enterprises, buildings, facilities, and similar items may be permitted if a better total price for the property can be obtained in this manner. Environmental effects should also be considered pursuant to subpart G of part 1940 of this chapter. Any applicable State laws will be set forth in a State supplement and will be complied with in connection with the division of land. Subdivision of acquired property will be reported on Form RD 1955-3C, "Acquired Property—Subdivision," in accordance with the FMI.

(b) *Grouping of individual properties.* The county official for FCP cases, and the State Director for all other cases, may authorize the combining of two or more individual properties into a single parcel for sale as a suitable program property.

24. Section 1955.148 is revised to read as follows:

§1955.148 Auction sales.

This section provides guidance on the sale of all inventory property by auction, except FSA real property. Before an auction, the State Director, with the advice of the National Office for organizational property, will determine and document the minimum sale price acceptable. In determining a minimum sale price, the State Director will consider the length of time the property has been in inventory, previous marketing efforts, the type property involved, and potential purchasers. Program financing will be offered on sales of program and property. For NP property, credit may be offered to facilitate the sale. Credit, however, may not exceed the market value of the property nor may the term exceed the period for which the property will serve as adequate security. For program property sales, no preference will be given to program purchasers. The State Director will also consider whether an Agency employee will conduct an auction or whether the services of a professional auctioneer are necessary due to the complexity of the sale.

When the services of a professional auctioneer are advisable, the services will be procured by contract in accordance with RD Instruction 2024-A (available in any Agency Office). Chattel property may be sold at public auction

that is widely advertised and held on a regularly scheduled basis without solicitation. Form RD 1955-46 will be used for auction sales. At the auction, successful bidders will be required to make a bid deposit. For program and suitable property, the bid deposit will be the same as outlined in §1955.130(e)(1) of this subpart. For NP property sales, a bid deposit of 10 percent is required. Deposits will be in the form of cashier's check, certified check, postal or bank money order or bank draft payable to the Agency, cash or personal checks may be accepted when deemed necessary for a successful auction by the person conducting the auction. Where credit sales are authorized, all notices and publicity should provide for a method of prior approval of credit and the credit limit for potential purchasers. This may include submission of letters of credit or financial statements prior to the auction. The auctioneer should not accept a bid which requests credit in excess of the market value. When the highest bid is lower than the minimum amount acceptable to the Agency, negotiations should be conducted with the highest bidder or in turn, the next highest bidder or other persons to obtain an executed bid at the predetermined minimum. Upon purchaser's default, the approval official will remit the bid deposit as a Miscellaneous Collection according to RD Instruction 1951-B (available in any agency office). The bid deposit will be remitted only when the bidder defaults; otherwise it will be used at closing towards a down payment or closing costs, as applicable. The closing will be conducted in accordance with the procedures prescribed in this subpart for the type property and program involved.

Dated: June 30, 1997.

James W. Schroeder,

Acting Under Secretary for Farm and Foreign Agricultural Services.

Dated: July 8, 1997.

Jill Long Thompson,

Under Secretary for Rural Development.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-73-AD; Amendment 39-10111; AD 97-17-08]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Model 1900D Airplanes (Formerly Known as Beech Aircraft Corporation Model 1900D Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Raytheon Aircraft Company (Raytheon) Model 1900D airplanes (formerly known as Beech Aircraft Corporation Model 1900D airplanes) that have not had the propeller removed and re-installed since factory installation. This action requires inspecting the propeller mounting bolts for the proper torque and replacing or re-torquing any propeller bolt with the wrong torque level. The manufacturer discovered some under-torqued propeller mounting bolts during factory installation of the propeller. The actions specified by this AD are intended to prevent fatigue cracking and failure of the propeller mounting bolts, which if not detected and corrected, could result in loss of the propeller.

DATES: Effective September 24, 1997.

Comments for inclusion in the rules docket must be received on or before October 30, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 97-CE-73-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Raytheon Aircraft Company, 9709 E. Central, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 97-CE-73-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Randy Griffith, Aerospace Engineer, Wichita Aircraft Certification Office, Room 100, 1801 Airport Rd., Wichita, Kansas 67209; telephone (316) 946-4145; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:**Discussion**

The FAA has received three reports from operators and has recently been notified by Raytheon Aircraft Company (Raytheon) (formerly known as Beech Aircraft Corporation) that certain Raytheon Model 1900D airplane propellers were inadvertently installed with under-torqued propeller mounting bolts at factory installation. The bolts were not being torqued to the end torque requirement of 100 to 105 ft-lbs. These bolts have a three stage, wet torque requirement ending at a value of 100 to 105 ft-lbs. Originally it was believed that the bolts were being torqued to at least 80 ft-lbs (the second stage of the torque procedure), but three cases of bolts with less than 60 ft-lbs have been reported. The manufacturer of the propeller and Raytheon notified the owners/operators of the affected Model 1900D airplanes (serial numbers (S/N) UE-176 through UE-280, UE-282 and UE-284) by "urgent action" letter. If the propeller bolts are not torqued to the right level, fatigue cracking could result.

Relevant Service Information

Raytheon has issued an urgent action Letter No. 52-0092, dated July 22, 1997, which references the propeller bolt torque problem and the recommended action to fix the torque levels.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to prevent fatigue cracking and failure of the propeller mounting bolts, which if not detected and corrected, could result in loss of the propeller.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in certain Raytheon Model 1900D airplanes of the same type design that have not had the propeller removed and re-installed, this AD requires inspecting the propeller mounting bolts for correct torque level, and re-torquing or replacing the bolts as necessary.

Determination of the Effective Date of the AD

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good

cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-CE-73-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the rules docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

97-17-08. Raytheon Aircraft Company:

Amendment 39-10111; Docket No. 97-CE-73-AD.

Applicability: Model 1900D airplanes (serial numbers UE-176 through UE-280, UE-282 and UE-284) certificated in any category, that have not had the propeller removed and re-installed since factory installation, or have not had the attaching bolts re-torqued.

Note 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 50 hours time-in-service (TIS), unless already accomplished (accomplished according to Raytheon Aircraft Company Letter No. 52-0092, dated July 22, 1997).

To prevent fatigue cracking and failure of the propeller mounting bolts, which if not detected and corrected, could result in loss of the propeller, accomplish the following:

(a) Accomplish the following if the airplane records indicate that the propeller has not been removed and re-installed since the factory installation.

- (1) Remove spinner dome, cowling, and hardware as required to access propeller attachment bolts.
- (2) Reposition the beta system, using beta positioning tool, and remove the safety wire from the propeller mounting bolts (part number (P/N) B3347).

(3) Check the torque level of the P/N B3347 propeller bolts.

(i) If the torque is less than 60 ft-lbs, prior to further flight, replace the bolts with another FAA-approved propeller bolt using the installation procedures and torque sequence detailed in the Model 1900D Maintenance Manual (61-10-00) (A/Steps 1, 2, and B/Step 3).

(ii) If torque is 60 ft-lbs or greater, torque the bolts to a value of 100-105 ft-lbs using the torque sequence detailed in the Model 1900D Maintenance Manual (61-10-00) (B/Step 3).

(4) Re-safety wire the propeller bolts and remove the beta system positioning tool.

(5) Re-install the hardware, the spinner, and the cowlings.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, Room 100, 1801 Airport Rd., Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Wichita Aircraft Certification Office.

(d) 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 64106.

(e) This amendment (39-10111) becomes effective on September 24, 1997.

Issued in Kansas City, Missouri, on August 14, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-22146 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-71-AD; Amendment 39-10103; AD 97-16-10]

RIN 2120-AA64

Airworthiness Directives; RAPCO, Inc. Filter, Part Numbers RA-1J4-4, RA-1J4-6, and RA-1J4-7 From Lot Numbers 05597, 07797, and 12597

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) 97-16-10, which was sent previously to owners of airplanes known to have RAPCO, Inc. (RAPCO) in-line pressure filters installed. This AD requires removing RAPCO filters with part numbers (P/N) RA-1J4-4, RA-1J4-6, and RA-1J4-7 that are from Lot Numbers 05597, 07797, and 12597. Recent operator reports and the manufacturer's report of several cracked filter housings on these RAPCO, Inc. in-line pressure filters prompted this AD. The actions specified by this AD are intended to prevent failure of the flight instruments during flight because of a failed in-line pressure filter, which could cause loss of control of the airplane.

DATES: Effective September 18, 1997, to all persons except those to whom it was made immediately effective by priority letter AD 97-16-10, issued July 31, 1997, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before October 17, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 97-CE-71-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Roy Boffo, Aerospace Engineer, Chicago Aircraft Certification Office, 2300 E. Devon, Des Plaines, Illinois 60018, telephone (847) 294-7564; facsimile (847) 294-7834.

SUPPLEMENTARY INFORMATION:

Discussion

On July 31, 1997, the FAA issued priority letter AD 97-16-10, which applies to certain RAPCO in-line

pressure filters that may be installed on, but not limited to, the following airplanes:

Manufacturer	Model
Cessna Aircraft Company (Cessna).	310R and T310R.
Raytheon Aircraft Company (Raytheon) (formerly known as Beech Aircraft Corporation).	E33A, F33A, V35A, V35B, 36, A36, 58, 65-B80, 70, 95-B55, D55, E55.
The New Piper Aircraft, Inc. (Piper).	PA-31-300, PA-31-325, PA-31P, PA-31P-350, PA-31T, PA-34-200T.

This priority letter AD results from recent operator reports and the manufacturer's report of several cracked filter housings on RAPCO, Inc. in-line pressure filters produced from lot numbers 05597, 07797, and 12597 with part numbers (P/N) RA-1J4-4, RA-1J4-6, and RA-1J4-7. This product is an in-line pressure filter used on single and twin-engine airplanes with pressure-driven primary and standby flight instruments (attitude gyros). The filters are designed to remove the carbon particles between the vacuum pump outlet and the instrument pressure inlet. Failure of this filter results in failure of the flight instruments, which could cause loss of control of the airplane.

Further investigation has revealed that some of the plastic filter housings have cracked during flight when exposed to high temperatures and low humidity conditions. The failure is occurring anytime between 2 and 6 hours time-in-service (TIS). The manufacturer discovered that the vendor of the plastic made a manufacturing change, moving the sonic weld machine and the housings into a high humidity area. Apparently, the sonic weld time was doubled due to a higher moisture content in the plastic. This condition leads to brittle plastic filter housings that crack when exposed to low humidity/high temperature ambient conditions.

This condition, if not corrected, could result in failure of the operators' flight instruments during flight.

The FAA's Determination and Explanation of the AD

Since an unsafe condition has been identified that is likely to exist or develop in airplanes that have RAPCO in-line pressure filters marked with part numbers RA-1J4-4, RA-1J4-6, or RA-1J4-7 from Lot Numbers 05597, 07797, or 12597 installed, the FAA issued priority letter AD 97-16-10 on July 31, 1997, to prevent failure of the flight