

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-08-10 Teledyne Continental Motors:

Amendment 39-9282. Docket 95-ANE-18.

Applicability: Teledyne Continental Motors (TCM) engine Model TSIO-360 E, EB, F, FB, G, GB, KB, LB, MB, and Model LTSIO-360 E, EB, and KB reciprocating engines with turbocharger oil outlet check valve, TCM part number (P/N) 641068, shipped directly or indirectly from the manufacturer on or after August 1, 1994. These check valves are installed on but not limited to the following serial numbered engines:

New engine model TSIO-360-FB, serial number (S/N) 318019; new engine model TSIO-360-KB, S/N 320223, 320229, 320233, through 320235, 320239, 320242 through 320250, 320254 through 320259, 320261, 320262, 320264, 320266, 320292, 320293; new engine model LTSIO-360-KB, S/N 319226, 319232, 319235 through 319237, 319241, 319244 through 319246, 319248 through 319253, 319257, 319258, 319260 through 319268, 319270, 319271, 319273, 319297, 319322; rebuilt engine model TSIO-360-E, S/N 225140-R; rebuilt engine model TSIO-360-EB, S/N 265937-R, 265938-R, 265942-R through 265944-R, 265946-R through 265968-R, 265970-R through 265973-R, 265975-R, 265977-R through 265982-R; rebuilt engine model LTSIO-360-E, S/N 225648-R; rebuilt engine model LTSIO-360-EB, S/N 266471-R, 266480-R, 266482-R 266486-R, 266487-R, 266489-R through 266495-R, 266497-R through 266499-R, 807251-R through 807254-R, 807256-R through 807259-R, 807261-R through 807265-R, 807267-R, 807268-R, 807271-R through 807275-R, 807276-R; rebuilt engine model TSIO-360-F, S/N 232814-R through 232817-R; rebuilt engine model TSIO-360-FB, S/N 281183-R, 281187-R, 281189-R, 281190-R, 281193-R

through 281197-R, 281199-R, 299501-R through 299523-R, 299525-R through 299528-R, 299532-R; rebuilt engine model TSIO-360-KB, S/N 268192-R, 268195-R through 268201-R, 268205-R through 268207-R; rebuilt engine model LTSIO-360-KB, S/N 268428-R, 268430-R, 268431-R, 268433-R, 268434-R, 268436-R, 268437-R, 268440-R through 268445-R; rebuilt engine model TSIO-360-LB, S/N 247257-R, 247259-R, 247260-R, 247262-R, 247267-R through 247271-R, 247273-R through 247275-R; and rebuilt engine model TSIO-360-MB, S/N 279245-R through 279247-R, 279249-R, 279250-R.

These engines are installed on but not limited to: Mooney Model M20K, Piper Models PA28-201T, PA28R-201T, PA28RT-201T, PA34-200T and PA34-220T aircraft.

Note: This 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 (e) to request approval from the 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine failure due to incorrectly assembled turbocharger oil outlet check valve, which could result in complete engine failure, accomplish the following:

(a) Prior to further flight, determine if the turbocharger oil outlet check valve has been installed or repaired on or after August 1, 1994. This AD is not applicable to engines that did not have the turbocharger oil outlet check valve installed or repaired on or after August 1, 1994.

(b) Prior to further flight, inspect the turbocharger oil outlet check valve, TCM P/N 641068, in accordance with section B of Teledyne Continental Motors (TCM) Critical Service Bulletin (CSB) 95-1A, Revision A, dated April 5, 1995, and replace any check valve with an ink stamped date code of A3Q94, A4Q94 or A1Q95, or with no readable date code, with a serviceable check valve as defined in paragraph (c) of this AD.

(c) For the purpose of this AD, serviceable turbocharger oil outlet check valve is defined as one with a date stamp code indicating that it was manufactured before July 1, 1994, i.e., A2Q94, or earlier, or that it was manufactured after March 31, 1995, i.e., A2Q95, or later.

(d) Install replacement valve in the turbocharger oil outlet line with the flow arrow on the valve body pointing in the direction of oil flow toward the scavenge pump in accordance with section B of TCM CSB95-1A, Revision A, dated April 5, 1995.

(e) An alternative method of compliance that provides an acceptable level of safety may be used if approved by the Manager, Atlanta 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, Atlanta 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 Atlanta Aircraft Certification Office.

(f) Special flight permits may not be issued.

(g) Copies of the applicable service information may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, Alabama, 36601, telephone (334) 438-3411, fax (334) 432-2922.

(h) The turbocharger oil outlet check valve inspections shall be done in accordance with the following service bulletin:

Document No.	Pages	Revision	Date
TCM CSB95-1A.	1, 2	A	April 5, 1995.

Total pages: 2.

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 Teledyne Continental Motors, P.O. Box 90, Mobile, Alabama, 36601, telephone (334)438-3411, fax (334) 432-2922. 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.

(i) This amendment becomes effective July 10, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-08-10, issued April 6, 1995, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on June 12, 1995.

James C. Jones,

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

[FR Doc. 95-15151 Filed 6-22-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-CE-27-AD; Amendment 39-9283; AD 95-13-02]

Airworthiness Directives; Twin Commander Aircraft Corporation 685, 690, and 695 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that

applies to certain Twin Commander Aircraft Corporation (Twin Commander) 685, 690, and 695 series airplanes. This action requires initially inspecting the vertical stabilizer for cracks, modifying any cracked vertical stabilizer, and, if not cracked, either repetitively inspecting or modifying the vertical stabilizer. Several reports of the vertical stabilizer cracking in different areas prompted this action. The actions specified by this AD are intended to prevent failure of the vertical stabilizer as a result of cracking, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Effective July 22, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 22, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from the Twin Commander Aircraft Corporation, 19010 59th Drive, N.E., Arlington, Washington 98223. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. David D. Swartz, Aerospace Engineer, FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Twin Commander Models 685, 690, 690A, 690B, 690C, 690D, 695, and 695A airplanes was published in the **Federal Register** on February 1, 1995 (60 FR 6045). The action proposed to require initially inspecting the vertical stabilizer for cracks, modifying any cracked vertical stabilizer, and, if not cracked, either repetitively inspecting or modifying the vertical stabilizer. Accomplishment of the proposed actions would be in accordance with Twin Commander Service Bulletin No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 469 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 10 workhours per airplane to accomplish the required inspection, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the required inspection cost approximately \$200 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$375,200. This figure does not take into account the cost of repetitive inspections or the cost of any modifications that may be needed based on the inspection results. The FAA has no way of determining how many vertical stabilizers may be cracked and need modification, or how many repetitive inspections each owner/operator may incur.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-13-02 Twin Commander Aircraft Corporation: Amendment 39-9283; Docket No. 94-CE-27-AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that do not have the vertical stabilizer modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander Service Bulletin (SB) No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively:

Model	Serial numbers
685	12000 through 12066.
690	11000 through 11079.
690A	11100 through 11344.
690B	11350 through 11566.
690C	11600 through 11735.
690D	15001 through 15042.
695	95000 through 95084.
695A	96001 through 96100.

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 use the authority provided in paragraph (f) of this AD to request approval from the 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 airplane from the applicability of this AD.

Compliance: Required upon the accumulation of 2,000 hours time-in-service (TIS) on a vertical stabilizer or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent failure of the vertical stabilizer as a result of cracks, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the vertical stabilizer for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART I—INSPECTION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(b) If damage or cracks are found within the limits of Figures 1 and 2 of the service information referenced above, prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(c) If damage or cracks are found outside the limits referenced in Figures 1 and 2 of the service information referenced above or if cracks intersect, prior to further flight, replace the damaged parts with new parts in accordance with the applicable maintenance manual instructions. The requirements of this AD still apply when the damaged parts are replaced, unless the stabilizer is modified as specified in paragraph (b) of this AD.

(d) If no cracks are found, accomplish one of the following:

(1) Reinspect at intervals not to exceed 500 hours TIS, and modify any damaged or cracked vertical stabilizer as specified in paragraphs (b) and (c) of this AD; or

(2) Prior to further flight, modify the vertical stabilizer in accordance with the ACCOMPLISHMENT INSTRUCTIONS: PART II—MODIFICATION section of Twin Commander SB No. 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively.

(e) 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.

(f) 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, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) The inspections and modification required by this AD shall be done in accordance with Twin Commander Service Bulletin 218, dated May 19, 1994, including Revision Notices 1 and 2, dated July 11, 1994, and September 23, 1994, respectively. 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 Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223. 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., suite 700, Washington, DC.

(h) This amendment (39-9283) becomes effective on July 22, 1995.

Issued in Kansas City, Missouri, on June 13, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-15013 Filed 6-22-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-CE-24-AD; Amendment 39-9284; AD 95-13-03]

Airworthiness Directives; Beech Aircraft Corporation Model F90, and 99, 100, and 200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Beech Aircraft Corporation (Beech) Model F90, and 99, 100, and 200 series airplanes. This action requires installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. An incident where excessive current flow caused the electrical landing gear motor and wiring to catch fire on a Beech Model 200 airplane prompted this action. The actions specified by this AD are intended to prevent excessive current flow through the electrical landing gear motor, which could cause an airplane fire.

DATES: Effective July 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 28, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, 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, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Dale A. Vassalli, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4132; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Beech Model F90, and 99, 100, and 200 series airplanes was published in the **Federal Register** on December 30, 1994 (59 FR 67656). The action proposed to require installing a circuit breaker that will open before the landing gear power system motor is damaged to the point of restricting operation of the manual landing gear extension system. Accomplishment of the proposed action would be in accordance with Beech Service Bulletin (SB) No. 2035, Issued: February 1985; Revised August 1990; and the instructions to the following Landing Gear Motor Circuit Breaker Installation Kits (as applicable): 101-3069-1 S, 101-3069-3 S, 101-3069-5 S, and 101-3133-1 S.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since issuance of the proposal, Beech has revised SB No. 2035 to the Revision III level (Issued: February 1985; Revised: April 1995). This revision adds reference to Kit No. 101-3069-7 S for the Model A200C airplanes, serial numbers BJ-1 through BJ-66, and incorporates minor editorial corrections. The FAA has determined that Beech Kit No. 101-3069-7 S should be added to the final rule AD, as well as reference to Beech SB 2035, Revision III, Issued: February 1985; Revised: April 1995.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the installation kit described above, reference to the revised service bulletin, and minor editorial corrections. The FAA has determined that the additions and minor editorial corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 2,297 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours (varies between 2 to 6 workhours depending on the airplane model) per airplane to accomplish the required action, and that