light may result in main rotor stall. The effect of these conditions can be amplified in turbulence. Main rotor stall can ultimately result in contact between the main rotor and airframe. Additional information on main rotor stall is provided in the Robinson Helicopter Company Safety Notices SN–10, SN–15, SN–20, SN–24, SN–27, and SN–29.

Mast Bumping: Mast bumping may occur with a teetering rotor system when excessive main rotor flapping results from low "G" (load factor below 1.0) or abrupt control input. A low "G" flight condition can result from an abrupt cyclic pushover in forward flight. High forward airspeed, turbulence, and excessive sideslip can accentuate the adverse effects of these control movements. The excessive flapping results in the main rotor hub assembly striking the main rotor mast with subsequent main rotor system separation from the helicopter.

To avoid these conditions, pilots are strongly urged to follow these recommendations:

(1) Maintain cruise airspeeds greater than 60 knots indicated airspeed and less than 0.9 V_{ne} , but no lower than 60 knots.

(2) The possibility of rotor stall is increased at high density altitudes; therefore, avoid

flight at high density altitudes. (3) Use maximum "power-on" RPM at all times during powered flight.

(4) Avoid sideslip during flight. Maintain in-trim flight at all times.

(5) Avoid large, rapid forward cyclic inputs in forward flight, and abrupt control inputs in turbulence.

Emergency Procedures Section

(1) RIGHT ROLL IN LOW "G" CONDITION Gradually apply aft cyclic to restore positive "G" forces and main rotor thrust. Do not apply lateral cyclic until positive "G" forces have been established.

(2) UNCOMMANDED PITCH, ROLL, OR YAW RESULTING FROM FLIGHT IN TURBULENCE.

Gradually apply controls to maintain rotor RPM, positive "G" forces, and to eliminate sideslip. Minimize cyclic control inputs in turbulence; do not over control.

(3) INADVERTENT ENCOUNTER WITH MODERATE, SEVERE, OR EXTREME TURBULENCE.

If the area of turbulence is isolated, depart the area; otherwise, land the helicopter as soon as practical.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Operations Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(c) Special flight permits, pursuant to sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), will not be issued.

(d) This amendment becomes effective on March 17, 1995.

Issued in Fort Worth, Texas, on February 23, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service. [FR Doc. 95–5097 Filed 3–1–95; 8:45 am] BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–ANE–06; Amendment 39– 9140; AD 95–03–03]

Airworthiness Directives; Hartzell Propeller Inc. Model HC–B4TN–3/ T10173F(N)(B,K)–12.5 and HC–B4TN– 3A/T10173F(N)(B,K)–12.5 Propellers Installed on Beech A100 and A100A Aircraft

AGENCY: Federal Aviation Administration, DOT. **ACTION:** Final rule; request for

comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Hartzell Propeller Inc. Model HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/ T10173F(N)(B,K)-12.5 propellers installed on Beech A100 and A100A aircraft. This action requires an initial and repetitive inspections, and specified rework or retirement, as necessary, of the propeller hub assemblies and propeller blades. This amendment is prompted by a determination that the current hub design and blade repair limits do not adequately protect against initiation of fatigue cracks in the propeller hub arm bore and do not prevent the resonant speed of the propeller from shifting into the permitted ground idle operating range. The actions specified in this AD are intended to prevent initiation of fatigue cracks in the propeller hub arm bore and subsequent progression to failure, with departure of the hub arm and blade, that may result in loss of aircraft control.

DATES: Effective March 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 17, 1995.

Comments for inclusion in the Rules Docket must be received on or before May 1, 1995.

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–06, 12 New England Executive Park, Burlington, MA 01803–5299. The service information referenced in this AD may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356–2634; telephone (513) 778–4200, fax (513) 778–4391. 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:

Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 232, Des Plaines, IL 60018; telephone (708) 294– 7031, fax (708) 294–7834.

SUPPLEMENTARY INFORMATION: On December 22, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 95-01-02, applicable to Hartzell Model HC-B4TN-5(D,G,J)L/LT10282(B,K)-5.3R and HC-B4TN-5(D,G,J)L/LT10282N(B,K)-5.3R propellers installed on Mitsubishi MU-2 series aircraft. That AD requires new propeller blade repair limits and requires replacement of propeller hubs with new improved fatigue strength steel hubs which require inspection, and specified rework as necessary, at a repetitive interval of 3,000 hours time in service (TIS). That AD was prompted by a determination that the previous hub design and blade repair limits did not adequately protect against initiation of fatigue cracks in the propeller hub arm bore and did not prevent the resonant speed of the propeller from shifting into the permitted ground idle operating range when installed in Mitsubishi MU-2 Series aircraft. That condition, if not corrected, can result in fatigue cracks in the propeller hub arm bore and subsequent progression to failure, with departure of the hub arm and blade, that may result in loss of aircraft control.

The FAA has determined, based on operating stresses and similarity of propeller type design, that similar fatigue cracks could occur in Hartzell Propeller Inc. Model HC–B4TN–3/ T10173F(N)(B,K)–12.5 and HC–B4TN– 3A/T10173F(N)(B,K)–12.5 propellers installed on Beech A100 and A100A aircraft.

The FAA has reviewed and approved the technical contents of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. A196A, dated December 27, 1994, that describes procedures for initial and repetitive inspections, and specified rework or retirement, as necessary, of the propeller hub assemblies and propeller blades.