# **Proposed Rules**

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## **DEPARTMENT OF TRANSPORTATION**

## **Federal Aviation Administration**

14 CFR Part 39

[Docket No. 94-CE-28-AD]

Airworthiness Directives; Piper Aircraft Corporation PA-28 and PA-32 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking

(NPRM).

**SUMMARY:** This document proposes to supersede AD 76-25-06, which currently requires replacing certain engine oil hoses on Piper Model PA-28-140 airplanes, and inspecting for a minimum clearance between the oil hose assemblies and the front exhaust stacks and adjusting if proper clearance is not obtained. The proposed action would maintain the clearance inspection and hose replacement, require this inspection and replacement to be repetitive, and extend the applicability to include PA-32 series and other PA-28 series airplanes. It would also provide the option of installing an approved TSO-C53a, Type D, hose assembly as terminating action for the repetitive inspection requirement. Numerous incidents/ accidents caused by oil cooler hose rupture or failure on the affected airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent these hoses from failing or rupturing, which could result in engine stoppage and subsequent loss of control of the airplane.

**DATES:** Comments must be received on or before May 19, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–28–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments

may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to this AD may be obtained from the Piper Aircraft Corporation, Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Ms. Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7373; facsimile (404) 305–7348.

#### SUPPLEMENTARY INFORMATION:

#### Comments Invited

Interested persons are invited to participate in the making of the proposed 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal 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 No. 94–CE–28–AD." The postcard will be date stamped and returned to the commenter.

### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the

Assistant Chief Counsel, Attention: Rules Docket No. 94–CE–28–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### Discussion

AD 76–25–06, Amendment 39–2788, currently requires replacing certain engine oil hoses on Piper Model PA–28–140 airplanes, and inspecting for a minimum clearance between the oil hose assemblies and the front exhaust stacks and adjusting if proper clearance is not obtained.

Since issuance of that AD, the FAA has received over 20 incident and accident reports on Piper PA–28 and PA–32 series airplanes where the oil cooler hoses either ruptured or failed. Many of these occurrences required the pilot to make an emergency landing. In some instances, oil spraying from these ruptured hoses contacted the hot engine and produced smoke in the cockpit or caused controllability problems when sprayed on the windshield.

Other airplane models have shown a history of oil cooler hose problems; however, most of these have been attributed to leaking hoses instead of ruptured or broken hoses as detailed in the incident/accident reports referenced above on the PA–28 and PA–32 series airplanes. The close proximity of the oil cooler hoses to the exhaust stacks in some of these airplanes also contributes to the hazardous nature of these oil cooler hose failures.

The Model PA–28–140 airplanes in the referenced incidents/accidents were in compliance with AD 76–26–05; however, that AD did not establish any repetitive oil cooler hose inspection or replacement requirements.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that (1) the oil cooler assemblies should be repetitively inspected for clearance, and the oil cooler hoses should be replaced at certain time intervals; (2) the applicability of AD 76-26-05 should be extended to include other PA-28 series and the PA-32 series airplanes; and (3) AD action should be taken to prevent oil cooler hoses from failing or rupturing, which could result in engine stoppage and subsequent loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA–28 and PA–