means of early crack detection of the propeller assembly and also improves lubrication and corrosion protection. Any screw failures or cracks found during the accomplishment of this AD must be reported to the FAA. This amendment is prompted by a report of a propeller found with at least one cylinder screw that had failed due to fatigue. The actions specified in this AD are intended to prevent cylinder screw failure that could result in loss of propeller control and subsequent loss of aircraft control.

DATES: Effective May 19, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 19, 1995.

Comments for inclusion in the Rules Docket must be received on or before July 3, 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. 94–ANE–14, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from McCauley Accessory Division, The Cessna Aircraft Company, 3535 McCauley Drive, P.O. Drawer 5053, Vandalia, OH 45377–5053; telephone (513) 890–5246, fax (513) 890–6001. 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: Patricia Bonnen, Aerospace Engineer, Chicago Aircraft Certification Office.

Patricia Bonnen, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Room 232, Des Plaines, IL 60018; telephone (708) 294–7134, fax (708) 294–7834.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) received a report that a McCauley Model 2A37C223/90RB propeller installed on a Beech Bonanza that crashed on October 2, 1992, had at least one cylinder screw that had failed due to fatigue. Though the screw failure was not associated with the cause of the accident since the cylinder remained attached until impact, continued operation of a propeller with failed cylinder screws could lead to additional screw failures and ultimately loss of propeller control. This condition, if not corrected, could result in cylinder screw failure that could result in loss of propeller control and subsequent loss of aircraft control.

The FAA has reviewed and approved the technical contents of McCauley Service Letter (SL) No. 1993–13, dated September 15, 1993, that describes procedures for the installation of internal steel components, replacement of a balance ring, and for conversion of non-oil filled propeller models to an oil filled configuration.

Since an unsafe condition has been identified that is likely to exist or develop on other McCauley Model 2A37C223/90RB propellers of the same type design, this airworthiness directive (AD) is being issued to prevent cylinder screw failure that could result in loss of propeller control and subsequent loss of aircraft control. This AD requires, within the next 50 hours time in service (TIS), at the next annual inspection, or within 12 calendar months after the effective date of this AD, whichever occurs first, installing internal steel components, replacing balance ring part number C-6440-[X] with part number C-6560, replacing cylinder mounting screws with new screws, part number A-1635-70, and modifying the propeller to a red dye oil-filled configuration. The modification of the propeller hub assembly to contain oil with a red dye provides an "oncondition" (in-service) means of early crack detection and also improves lubrication and corrosion protection. The propeller weight increase from the addition of the internal steel components, together with the addition of the lubricating oil, permit the replacement of the C-6440-[X] balance ring without affecting propeller weight. The new balance ring is reduced in weight to reduce loading on the propeller cylinder mounting screws. Any screw failures or cracks found during the accomplishment of this AD must be reported. This information is necessary for the FAA to assess the long term effectiveness of the corrective actions described in this AD. The actions are required to be accomplished in accordance with the SL described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 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–14." 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.