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:

95–09–08 McCauley: Amendment 39–9211. Docket 94–ANE–14.

Applicability: McCauley Model 2A37C223/90RB two bladed propellers with the following Propeller Serial Numbers:

901074-901092, 901094-901099, 901315-901320, 901322-901336, 901338-901340, 902816, 902818-902821;

 $\begin{array}{c} 910044,\, 910046 - 910051,\, 910161 - 910164,\\ 910166,\, 910169 - 910170,\, 910172,\, 910174,\\ 910176 - 910181,\, 911694,\, 911696,\, 912019,\\ 912057,\, 912060,\, 912062,\, 912912; \end{array}$

920256–920260, 920262, 920264, 920266.

The above McCauley Model 2A37C223/90RB serial-numbered propellers are installed on but not limited to Beech Debonair 35–33, –A33, –B33, –C33, –C33A; E33, E33A, E33C, F33, F33A, F33C, and G33; and Beech Bonanza 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, and A36 aircraft.

Note: The above is not an exhaustive list of aircraft which may contain the affected serial-numbered McCauley Model 2A37C223/90RB propellers. It is not possible to identify all aircraft using the affected propeller model because of installation approvals made by Supplemental Type Certificate or FAA Form 337 "Major Repair and Alteration," etc. It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Compliance: Required as indicated, unless accomplished previously.

To prevent cylinder screw failure that could result in loss of propeller control and subsequent loss of aircraft control, accomplish the following:

(a) 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, install internal steel components, replace balance ring part number C-6440-[X] with part number C-6560, replace cylinder

mounting screws with new screws, part number A–1635–70, and modify the propeller to an oil-filled configuration with red dye, all in accordance with McCauley SL No. 1993–13, dated September 15, 1993. Any propeller marked as 2A37C223/90RB–C that has an oil-fill plug in the side of the hub has complied with paragraph (a) of this AD.

Note: The modification of the propeller hub assembly to contain oil with a red dye provides an "on-condition" (in-service) means of early crack detection of the propeller assembly and also improves lubrication and corrosion protection. The oil will add approximately 2.8 lbs. to the weight of the propeller assembly.

- (b) If leakage of oil containing red dye is detected in service (whether during flight or while on the ground), determine, prior to further flight, the source of leakage in accordance with McCauley SL No. 1993-13, dated September 15, 1993. Remove from service, prior to further flight, propeller assemblies that exhibit cracks and replace with a serviceable unit, modified in accordance with paragraph (a) of this AD, or with an equivalent initial production propeller that has incorporated a hub with oil containing red dye. Oil-filled propellers are identified by a letter C in the model designation and an oil-fill plug on the side of the hub.
- (c) The "calendar month" compliance times stated in this AD allow the performance of the required action up to the last day of the month in which compliance is required.
- (d) Report in writing any screw failures or cracks found during the accomplishment of paragraphs (a) or (b) of this AD to the Manager, 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, within 10 days of the inspection. Information collection requirements contained in the regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96–511) and has been assigned OMB Control Number 2120–0056.
- (e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago 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, Chicago 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 Chicago Aircraft Certification Office.

- (f) 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 aircraft to a location where the requirements of this AD can be accomplished.
- (g) The replacement and modifications shall be done in accordance with the following McCauley service document:

Document No.	Pages	Date
SL No. 1993–13	1–25	Sept. 15, 1993.
Total pages: 25.		

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 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. 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.

(h) This amendment becomes effective on May 19, 1995.

Issued in Burlington, Massachusetts, on April 24, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service. [FR Doc. 95–10590 Filed 5–3–95; 8:45 am] BILLING CODE 4910–13–U

RAILROAD RETIREMENT BOARD

20 CFR Part 344

RIN 3220-AB13

Contributions Under Special Transition Rule for Public Commuter Railroads

AGENCY: Railroad Retirement Board. **ACTION:** Final rule; removal.

SUMMARY: The Railroad Retirement Board (Board) hereby amends its regulations to remove a temporary rule regarding the computation and payment of contributions under the Railroad Unemployment Insurance Act for commuter railroads. The rule is now obsolete.

EFFECTIVE DATE: May 4, 1995. ADDRESSES: Secretary to the Board, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611.

FOR FURTHER INFORMATION CONTACT:

Thomas W. Sadler, Assistant General Counsel, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611, (312) 751–4513, TDD (312) 751–4701.

SUPPLEMENTARY INFORMATION: Section 7102(a) of the Railroad Unemployment Insurance and Retirement Improvement Act of 1988 (Title VII, Subtitle A of Pub. L. 100–647) enacted a special transition rule regarding computation and payment of contributions by public commuter railroads for calendar years 1989 and 1990. Under the special transition rule, each public commuter