12C, UH-12D, and UH-12E helicopters. This action requires a dye-penetrant inspection of the head of the main rotor outboard tension-torsion (T-T) bar pin for cracks; a visual inspection of the outboard T-T bar pin for proper alignment, and an adjustment, if necessary; and, installation of shims at the inboard end of the drag strut. This amendment is prompted by two accidents involving failure of the outboard T-T bar pin on Hiller UH-12E helicopters. The actions specified by this AD are intended to prevent cracks in the head area of the outboard T-T bar pin, which could result in loss of inplane stability of the main rotor blade and subsequent loss of control of the helicopter.

DATES: Effective on June 23, 1995. The incorporation by reference of

certain publications listed in the regulations is approved by the Director of the **Federal Register** as of June 23, 1995.

Comments for inclusion in the Rules Docket must be received on or before August 7, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–SW–13–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from Hiller Aircraft Corporation, 7980 Enterprise Drive, Newark, California 94560–3497. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Matheis, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712–4137, telephone (310) 627–5235, fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD that is applicable to Hiller Model UH–12A, UH–12B, UH–12C, UH–12D, and UH–12E helicopters. This AD is prompted by two accidents, both involving Model UH–12E helicopters, in which failure of the outboard T-T bar pin, part number (P/N) 51452, was subsequently determined to be the cause of the accidents. The Hiller Model UH–12E helicopter main rotor system design is similar to the main rotor system design of the Hiller Model UH–12A, UH–12B, UH–12C, and UH–12D helicopters. The

outboard T-T bar pin extends from the main rotor blade root fork and serves as an attachment point for the inboard end of the main rotor blade drag strut. The drag strut fixes the in-plane stability of the main rotor blade and transfers the drag forces applied by the main rotor blade to the main rotor hub.

The National Transportation Safety Board (NTSB) issued Safety Recommendation A-94-189, dated November 30, 1994, which states that both failures resulted from fatigue cracks that originated from the bolt through-hole of an outboard T-T bar pin. The NTSB investigation revealed that improper alignment and excessive play between the outboard T-T bar pin and the inboard end of the drag strut can introduce large operating stresses in the head of the outboard T-T bar pin. A fracture of the outboard T-T bar pin allows the main rotor blade to rotate freely about the blade hub, resulting in a loss of in-plane stability. Any cracks in the head of the outboard T-T bar pin create an unsafe condition. Due to the criticality of the outboard T-T bar pin in maintaining main rotor blade stability, and the relatively short compliance time, this AD is being issued immediately to correct an unsafe condition. The actions required by this AD include an inspection for cracks in the head of the outboard T-T bar pin using a dye-penetrant inspection method; an inspection to ensure the proper alignment of the outboard T-T bar pin; and, the installation of shims between the inboard end of the drag strut and the outboard T-T bar pin. The FAA has determined that correcting any misalignment can reduce large stresses, and can therefore reduce the likelihood of cracking the head of the outboard T-T bar pin. That condition, if not corrected, could result in loss of inplane stability of the main rotor blade and subsequent loss of control of the helicopter.

The FAA has reviewed Hiller Aviation Service Bulletin (SB) No. 51-9, dated April 8, 1983, which describes procedures for the installation of shims between the inboard end of the drag strut and the outboard T-T bar pin; and Hiller Aviation Service Letter (SL) 51-2, dated March 31, 1978, which describes procedures for an inspection to ensure proper alignment of the outboard T–T bar pin, and an inspection of the head of the outboard T-T bar pin for cracks using a dye-penetrant inspection method. The FAA has determined that the compliance times prescribed in those service documents are not adequate to ensure safety of flight, and is revising those compliance times in this AD.

Since an unsafe condition has been identified that is likely to exist or develop on other Hiller Model UH–12A, UH-12B, UH-12C, UH-12D, and UH-12E helicopters of the same type design, this AD is being issued to prevent cracks in the head area of the outboard T-T bar pin. This AD requires, within 25 hours time-in-service (TIS) or at the next 100 hours TIS inspection, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS: (1) an inspection of the alignment of the outboard T-T bar pin and an adjustment, if necessary; and (2) an inspection for cracks in the head of the outboard T-T bar pin using a dye penetrant inspection method. Additionally, this AD requires, within 25 hours TIS or at the next 100 hours TIS inspection, whichever occurs first, the installation of shims between the inboard end of the drag strut and the outboard T–T bar pin. The procedures to perform these actions are required to be accomplished in accordance with the service bulletin and service letter described previously, but in accordance with the compliance times stated in this

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,