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 a new AD to read as follows:

95–13–09 Grob Luft Und Raumfahrt: Amendment 39–9289; Docket No. 93–CE–59–AD.

Applicability: Models G102 Astir CS, Club Astir IIb, Twin Astir, Speed Astir, Standard Astir II, and Speed Astir IIb Sailplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any sailplane from the applicability of this AD.

Compliance: Required within the next 30 calendar days after the effective date of this AD, unless already accomplished.

To prevent elevator and rudder hinge separation, which could result in sailplane flutter and eventual loss of control of the sailplane, accomplish the following:

(a) Visually inspect all elevator and rudder hinges for damage (delamination, cracks, corrosion, or buckling) in accordance with the *III. Procedure* section of Grob Repair Instruction No. 306–27/1 to Service Bulletin TM 306–27/1, dated June 4, 1991. Prior to further flight, repair any damaged parts in accordance with the service information referenced above.

(b) 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 sailplanes to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) The inspection required by this AD shall be done in accordance with Grob Repair Instruction No. 306–27/1 to Service Bulletin TM 306–27/1, dated June 4, 1991. 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 Grob uft und Raumfahrt, D–8939 Mattsies, Germany. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39–9289) becomes effective on August 15, 1995.

Issued in Kansas City, Missouri, on June 19, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–15390 Filed 6–28–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–SW–24–AD; Amendment 39–9299; AD 95–11–09]

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 95–11–09 which was sent previously to all known U.S. owners and operators of Robinson Helicopter Company (Robinson) Model R22 helicopters by individual letters. This AD requires installation of a placard in the helicopter, and insertion of a prohibition against low-gravity (G) cyclic pushover maneuvers into the LIMITATIONS section of the Rotorcraft Flight Manual. This amendment is prompted by a recent Federal Aviation Administration (FAA) analysis of the manufacturer's data that indicates a low-G cyclic pushover maneuver may result in mast-bumping on the Robinson Model R22 helicopters. The actions specified by this AD are intended to prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter.

DATES: Effective on July 14, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95–11–09, issued on May 25, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before August 28, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–SW–24–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Ms. Lirio Liu, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712–4137, telephone (310) 627–5229; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: On May 25, 1995, the FAA issued priority letter AD 95–11–09, applicable to Robinson Model R22 helicopters, which requires installation of a placard in the helicopter, and insertion of a prohibition against low-G cyclic pushover maneuvers into the LIMITATIONS section of the Rotorcraft Flight Manual. That action was prompted by a recent Federal Aviation Administration (FAA) analysis of the manufacturer's data that indicates a low-G cyclic pushover maneuver may result in mast-bumping on the Robinson Model R22 helicopters. This condition, if not corrected, could result in in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other Robinson Model R22 helicopters of the same type design, the FAA issued priority letter AD 95–11–09 to prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter. The AD requires installation of a placard in the helicopter, in clear view of the pilots, stating that low-G cyclic pushovers are prohibited; and insertion of a prohibition against low-G cyclic pushover maneuvers into SECTION 2, LIMITATIONS, of the Model R22 FAA-approved Rotorcraft Flight Manual.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on May 25, 1995, to all known U.S. owners and operators of Robinson Model R22 helicopters. These conditions still exist, and the AD is hereby published in the **Federal**