

Therefore, notice and public procedure under 5 U.S.C. 553(b) is impracticable and contrary to the public interest, and good cause exists for making this amendment effective in less than thirty (30) days after the date of publication in the Federal Register.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive.

Cessna: Applies to Model 335 (S/N 335-0001 thru 335-0065), Model 340 (S/N 340-0001 thru 340-0555) and Model 340A (S/N 340A0001 thru 340A1252) airplanes certificated in all categories.

Compliance: Required as indicated, unless already accomplished.

To ensure the integrity of the elevator balance weight support structure and specified components of the horizontal stabilizer, accomplish the following:

(A) Prior to further flight and at each 10 hours time-in-service interval thereafter, accomplish the following in accordance with Cessna Multi-engine Customer Care Service Information Letter ME79-44, Revision 5, dated September 29, 1980:

1. On all airplanes, remove the elevator tip covers and visually inspect the elevator balance weights for looseness.

a. On all Models 335 and 340 airplanes and on Model 340A (S/Ns 340A0001 thru 340A1038) airplanes, visually inspect the P/N 0832250-4, -33 and -75 ribs, and P/N 0832000-61, -62 gussets for cracks and/or loose rivets.

b. On Model 340A (S/Ns 340A1039 thru 340A1252) airplanes, visually inspect the P/N 832250-100 and -33 ribs, P/N 5334108-2 channel, -3 spar extension and -4 gussets for cracks and/or loose rivets.

2. Visually inspect the horizontal stabilizer outboard hinge bracket assembly [on Models 340 (all S/Ns) and 340A (S/Ns 340A0001 through 340A1035), the P/N is 5132013-5; on Model 340A (S/Ns 340A1036 thru 340A1252) the P/N is 5132013-10; and on Model 335 (all S/Ns) the P/N is 5132013-7], the outboard hinge bearing, the aft spar, and the tip ribs for cracks, loose rivets, or signs of chafing.

3. Prior to further flight, replace any defective parts found during any inspection required by this AD with airworthy parts of the same part number.

(B) Within 24 hours following any inspection specified by paragraph (A), the owner/operator must submit a written report of any cracks, loose rivets, or signs of chafing discovered during any inspection required by this AD to the Federal Aviation Administration, Aircraft Certification Program, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209. [Reporting approved by the Office of Management and Budget Order OMB No. 04-R0174.]

(C) On or before December 15, 1981, replace the horizontal tail in accordance with Cessna Service Kit Instructions SK 340-24, dated March 16, 1981, and Cessna Service

Kits SK 340-24-1, -2 or -3, and SK 340-19, as appropriate. After installation of the appropriate Cessna Service Kit(s), the requirements of paragraphs (A) and (B) of this AD are no longer applicable.

(D) Airplanes may be flown in accordance with FAR 21.197 to a location where the provisions of paragraph (C) of this AD can be accomplished.

(E) Any equivalent method of compliance with this AD must be approved by the Chief, Aircraft Certification Program Office, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 942-4285.

This AD supersedes AD 80-21-04, Amendment 39-3959.

This amendment becomes effective April 13, 1981.

(Secs. 313(a), 601 and 603 of the Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421 and 1423); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); Sec. 11.89 of the Federal Aviation Regulations (14 CFR Sec. 11.89))

Note.—The FAA has determined that this document involves a regulation which is not significant under the Department of Transportation Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. In addition, the regulatory evaluation prepared for this document is contained in the docket. A copy of it may be obtained by writing to FAA, Office of the Regional Counsel, Room 1558, Central Region, 601 East 12th Street, Kansas City, Missouri 64106. It has been determined that this regulation is an emergency regulation under the President's memorandum of January 29, 1981. The FAA has also determined that this regulation is an emergency regulation and not a major rule under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately in order to ensure safety.

Issued in Kansas City, Missouri, on March 26, 1981.

John E. Shaw,

Acting Director, Central Region.

[FR Doc. 81-10249 Filed 4-3-81; 8:45 am]

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14 CFR Part 39

[Docket No. 81-WE-2-AD; Amdt. 39-4077]

Airworthiness Directives; Hughes Helicopter Model 369 Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) which imposes an inspection schedule on the overrunning clutch assembly P/N

369A5350-601 and -603 and a retirement life on the P/N 369A5364 sprag assembly, which it contains, used in the Hughes Helicopter Model 369 Series Helicopters equipped with any cargo hook. This AD is needed to prevent an overrunning clutch assembly failure which will result in the loss of engine power to the main rotor resulting in a hazardous emergency landing.

DATES: Effective April 9, 1981.

Compliance schedule: As prescribed in the body of the AD, unless already accomplished.

ADDRESSES: The applicable service information may be obtained from: Hughes Helicopters, Division of Summa Corporation, Centinella and Teals Streets, Culver, City, California 90230.

Also, a copy of the service information may be reviewed at, or a copy obtained from:

Rules Docket in Room 916, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591, or Rules Docket in Room 6W14, FAA Western Region, 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT:

Robert T. Razzeto, Executive Secretary, Airworthiness Directive Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009, Telephone: (213) 536-6351.

SUPPLEMENTARY INFORMATION: The FAA has determined that the sprag assembly P/N 369A5364, within the overrunning clutch assembly P/N 369A5350-601 or -603, may become worn beyond safe limits when used in sling load operations. Several instances of overrunning clutch assembly fatigue failures have been reported to the FAA. A contributing factor to these overrunning clutch assembly fatigue failures is wear of the clutch sprag alignment cage elements resulting in a lowered torque capability and subsequent sudden failure. Since this condition is likely to exist or develop on other helicopters of the same type design, an airworthiness directive is being issued which requires an inspection schedule and replacement time for the sprag assembly P/N 369A5364, on all series of Hughes Model 369 Helicopters equipped with any cargo hook.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this

amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, by adding the following new Airworthiness Directive:

Hughes Helicopters: Applies to all Model 369 Series Helicopters, certified in all categories, that are equipped with any cargo hook.

Compliance required as indicated, unless already accomplished.

To prevent an overrunning clutch assembly failure which will result in the loss of engine power to the main rotor, accomplish the following:

(a) Prior to accumulation of 600 hours total time since new, on overrunning clutch assembly P/N 369A5350-601 or -603, or within 50 hours additional time in service for those overrunning clutch assemblies which have accumulated 600 or more hours on the effective date of this AD, the overrunning clutch assembly must be disassembled and the sprag assembly P/N 369A5364 inspected in accordance with the instructions specified in Hughes Service Bulletin DN-81 dated March 13, 1981, or HN-184 dated March 13, 1981 as applicable.

(b) After accomplishment of (a), overrunning clutch assemblies must undergo repetitive inspections at intervals not to exceed 300 hours additional time in service since last such inspection, according to the procedures of paragraph (a).

(c) All sprag assemblies P/N 369A5364 must be removed from service and scrapped after 1800 hours total time in service.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate helicopters to a base for the accomplishment of inspections required by this AD.

(e) Alternative inspections, modifications, or other actions which provide an equivalent level of safety may be used when approved by the Chief, Engineering and Manufacturing Branch, FAA Western Region.

This amendment becomes effective April 9, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The FAA has determined that this regulation is an emergency regulation under the President's memorandum of January 29, 1981, and an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impractical for the agency to follow the procedures of Order 12291 with respect to this rule, since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Practices and Procedures (44 FR 11034; February 26, 1979). If this action is

subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified above under the caption "For Further Information Contact."

This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States of the United States Court of Appeals for the District of Columbia.

Issued in Los Angeles, California on March 23, 1981.

John D. Mattssoy,

Director, FAA Western Region.

[FR Doc. 81-10020 Filed 4-3-81; 8:45 am]

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14 CFR Part 39

[Docket No. 81-NW-8-AD; Amdt. 39-4079]

Airworthiness Directives; L-1011 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: There has been one report of an unannounced failure of the anti-skid system on the Lockheed Model L-1011 series airplanes. This failure could result in the loss of anti-skid systems which could affect directional control and wheel skid protection. In addition, if the alternate brake system is selected, braking may decrease for the same pedal effort. To prevent these failures, this amendment adopts a new airworthiness directive (AD) which requires check and/or inspection of the brake supply valve function and eventual modification of the parking brake and anti-skid control circuits on Lockheed Model L-1011 series airplanes.

DATES: Effective date April 18, 1981. Compliance schedule as prescribed in the body of the AD, unless already accomplished.

ADDRESSES: The applicable service information may be obtained from: Lockheed-California Company, P.O. Box 551, Burbank, California 91520. Attention: Commercial Support Contracts. This information also may be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, or 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT: Lonnie F. Tarver, Aerospace Engineer, Systems and Equipment Branch, ANW-

130L, Federal Aviation Administration, Northwest Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009, telephone (213) 536-6364.

SUPPLEMENTARY INFORMATION: There has been a report of unannounced failure of the anti-skid system on a Lockheed Model L-1011 series airplane that resulted in tire damage (flat spots) during heavy braking. During the subsequent investigation, it was determined that if the parking brake No. 2 circuit breaker (DC Bus No. 3) were to trip open, it would result in the loss of anti-skid control without illuminating caution lights in the flight station. If the alternate brake system is selected, in addition to the loss of anti-skid control, the braking effect would decrease for the same brake pedal effort. In this case both B and C braking systems are supplying braking pedal feedback to the pilot. Loss of anti-skid control, without indication to the pilot, along with a combination of short field length, heavy aircraft weight, or other adverse factors, could result in directional control difficulty and multiple tire failures during heavy braking.

An operator may select either Service Bulletin 093-32-145 or Service Bulletin 093-32-179 as terminating action for this AD. Accomplishment of Service Bulletin 093-32-145 will provide complete electrical isolation between the two parking brake circuits so that anti-skid control will remain operative if either associated parking circuit breaker opens. Power to the anti-skid caution light and pilot's control panel lights will be retained. Service Bulletin 093-32-179 provides for the installation of a new circuit breaker to provide light indications independent of PARKING BRAKE No. 2 circuit breaker. If the parking brake switch relay should fail, the OFF and ANTI-SKID Caution and Warning Panel (CAWP) lights will come on. This will provide annunciation of failure in the B or C brake system.

As an interim measure prior to accomplishment of the modification prescribed in this Airworthiness Directive, either a preflight operation check or visual inspection is required when the "C" hydraulic system (Alt. Sys "C") is used for anti-skid braking. (The check/inspection cannot be accomplished inflight.) This check (or inspection) is required within ten days from the effective date of this AD, and is necessary to insure that the norm system B brake supply valve has not failed open. Such failure will require increased brake pedal force to achieve the same braking level. In this case both