

(c) Any blade repairs made after the effective date of this AD shall be accomplished in accordance with the procedures specified in Hartzell ASB No. A196A, dated December 27, 1994.

(d) For propellers that experience a blade strike, as defined in paragraph (f) of this AD, after the effective date of this AD, prior to further flight, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.

(e) For propellers that have experienced a blade strike, as defined in paragraph (f) of this AD, prior to the effective date of this AD, within the next 100 hours TIS after the effective date of this AD, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.

(f) A blade strike is defined as a propeller having any blade(s) bent beyond the repair limits specified in Hartzell Propeller Inc. Standard Practices Manual 61-01-02, Revision 1, Pages 1104-1105, dated June 1994.

(g) 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.

(h) Except when propellers have experienced a blade strike, 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.

(i) The inspections and rework shall be accomplished in accordance with the following service documents:

Document No.	Pages	Date
Hartzell Propeller Inc., ASB No. A196A ..... Total pages: 5.	1-5	Dec. 27, 1994.
Hartzell Propeller Inc., Standard Practices Manual, 61-01-02, Revision 1 ..... Total pages: 2.	1104-1105	June 1994.

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 Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634; telephone (513) 778-4200, fax (513) 778-4391. 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.

(j) This amendment becomes effective on March 17, 1995.

Issued in Burlington, Massachusetts, on February 7, 1995.

**Donald F. Perrault,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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**14 CFR Part 39**

[Docket No. 94-NM-253-AD; Amendment 39-9159; AD 95-04-07]

**Airworthiness Directives; McDonnell Douglas Model DC-10-10, -15, and -30 Airplanes, and KC-10A (Military) Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-10 series airplanes and KC-10A (military) airplanes. This action requires inspections to determine the condition of the lockwires on the forward engine mount bolts and correction of any discrepancies found.

This action also provides for termination of the inspections for some airplanes by installing retainers on the bolts. This amendment is prompted by reports of stretched or broken lockwires on the forward engine mount bolts. The actions specified in this AD are intended to prevent broken lockwires, which could result in loosening of the engine mount bolts, and subsequent separation of the engine from the airplane.

**DATES:** Effective March 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 17, 1995.

Comments for inclusion in the Rules Docket must be received on or before May 1, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-253-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Department L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Maureen A. Moreland, Aerospace Engineer, Airframe Branch, ANM-121L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5238; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** On October 10, 1985, the FAA issued AD 85-22-01, amendment 39-5157, (50 FR 42153, October 18, 1985) applicable to certain McDonnell Douglas Model DC-10-10, -15, -30, and -40 airplanes, and KC-10A (military) airplanes. That AD requires repetitive inspections of the engine-to-pylon forward and aft mount and the engine mount bolts; and replacement of the bolts and nuts, torque check of the bolts, and installation of a torque stripe on the bolts, if necessary. That AD provided for termination of the inspections by replacing the engine mount bolts with bolts having a lockwire hole in the bolt head, installing tabs with a lockwire hole, and installing lockwires.

Since the issuance of that AD, the FAA has received reports of broken or stretched lockwires on the forward engine mount bolts on several Model DC-10-30 airplanes on which the terminating actions described in AD 85-22-01 had been accomplished. Investigation has revealed that these lockwires may have stretched and eventually broken because the forward engine mount bolts had loosened. McDonnell Douglas has developed a bolt retainer that will prevent these bolts from loosening from the engines of Model DC-10-30 airplanes and KC-10A (military) airplanes.

Additionally, the FAA has received reports of loose bolts on the engine