holes ¼ of an inch from the existing center hole. In addition, all existing field stocks as well as the fuel tank caps on aircraft which have been replaced since September 26, 1956 from stock procured from the Piper Service Department, must be reworked.

(Piper Immediate Action Service Bulletin No. 148 dated November 26, 1956, covers this same subject.)

56-26-3 PRATT & WHITNEY Applies to all Wasp Jr. and Military R-985 series engines, except those used in helicopters.

Compliance required as indicated.

It has been determined that AD 54-22-2 was not effective in preventing crankshaft cracking at the thrust nut threads and possible loss of the propeller in flight as failures of these crankshafts are still occurring. Increased strength afforded the crankshaft by the rework in "B" below has been determined to be necessary to raise the level of safety of these engines. This rework included the smoothly blended thread roots and a closely controlled undercut depth as required by AD 54-22-2 and the special inspections and shot peening as required by AD 56-23-2.

To permit operation of these engines until overhaul, precautionary inspections are necessary. Inspections in accordance with "A" below must be accomplished until the rework as required by "B" below is performed:

A. The following inspection of the crankshafts must be accomplished at least within 100 hours of operation after November 1956, and at least every 100 hours of operation thereafter until reworked as required by "B" below:

(1) Remove the propeller, thrust nut cover, nut, slinger and spacer.

(2) Carefully clean the area to be inspected.

(3) Using a dye penetrant and a six to ten power optical glass, check for the presence of cracks. If any crack is found, the crankshaft must be replaced.

NOTE: In the event of oil leakage in the front section of the engine during any operation, follow the inspection procedure described above.

B. As soon as possible, or at the first overhaul after March 1, 1957, the crankshaft is to be subjected to a special magnetic inspection procedure, shadowgraph inspection, necessary radius in the thread root, and shot peening of the thrust bearing nut threaded area. Because of the special equipment and techniques involved, only those activities approved by P&WA will be able to accomplish this rework, inspection, and shot peening. Interested parties should contact "Technical Supervisor, Service Department, Pratt & Whitney Aircraft, East Hartford 8, Connecticut" for approval and detail instructions. Crankshafts reworked in accordance with these special instructions can be identified by the marking 14F-56 on the front end near the propeller retaining nut locking holes. The inspections in accordance with "A" will no longer be required after this is accomplished.

C. After each inspection made in compliance with "A" and "B" above, a report of the inspection is to be made to Civil Aeronautics Administration, Attenion: Chief, Power Plant Branch, W-245, Washington 25, D. C. stating whether the crankshaft is found to be in satisfactory or unsatisfactory condition. The aircraft registration number, if available, engine model and serial number, and the name and address of the person or repair station making the inspection should also be indicated. This information is necessary to determine the continued need for the inspections required by "A" above.

(P&WA Service Bulletin No. 1488, dated October 10, 1956, covers this subject.)

This supersedes AD 54-22-2 and AD 56-23-2.

56-26-4 VICKERS-ARMSTRONGS Applies to all Model Viscount Aircraft.

Compliance required as indicated.

Service experience has indicated that cracks may develop in certain pre-modification D. 1031 engine nacelle attachment brackets. Accordingly, Vickers-Armstrongs (aircraft) Ltd. issued Preliminary Technical Leaflet No. 111, Issue 1, dated October 19, 1956, covering this subject. The British Air Registration Board considers the inspections recommended therein mandatory, in which the CAA concurs. When brackets to Mod. D. 1031 are installed, the special inspections detailed in P. T. L. No. 111 do not apply.

This supersedes A. D. Note 55-22-5.

56-27-1 CONVAIR Applies to all Model CV-340 and CV-440 Aircraft.

Compliance required as noted below.

A report has been received concerning the failure of the elevator servo tab rod on a version of the Model CV-340 aircraft. Since the tabs on the subject model aircraft are unbalanced, a serious flutter condition resulted and a critical accident was narrowly avoided. In view of the fact that the tab rods and tab rod ends on the subject models aircraft are identical in design, hence susceptible to a similar type of failure, the following inspections and tab rod replacements or equivalent measures are required.

Compliance required at every 110 hours of operation or regular scheduled inspection closest thereto.

1 (a) Inspect the tab rods and tab rod ends on the elevator, for looseness in the rivets which attach the rod ends to the rods, and for any relative movement between the rod and the rod end. Parts which exhibit these defects shall be replaced with satisfactory parts. Upon completion of the tab rod replacement program or equivalent noted in items 2 (a), and 2 (b) below, this 110 hour inspection may be discontinued.

Compliance required not later than November 30, 1957.

2 (a) Model CV-340 Replacement of all elevator tab rods with improved, heavier rods and rod ends, and replacement of the right hand elevator tab idler link with symmetrical idler link. Convair Service Bulletin Nos. 340-207 and 340-150A cover this same subject.

2 (b) Model CV-440 Replacement of the right hand elevator tab rods and tab rod ends with improved heavier tab rods and tab rod ends. Convair Service Bulletin Nos. 440-27A cover this same subject.

56-27-2 HILLER Applies to all UH-12, UH-12A and UH-12B Helicopters including spares.

Compliance required as soon as possible but not later than February 28, 1957.

Investigation has revealed that defective welds may exist at the clamp lugs on the four upper lord mount supports on P/N 63100-2 Lower Frame Assembly (Engine Mount), or on mounts, P/N 63100-2M, modified in accordance with Hiller Service Bulletin No. 51. Failure of this weld has resulted in tilting of the rotor mast and loss of collective pitch control. The following one-time inspection is required on the above mounts to detect possible defective welds which must be reworked as indicated.

1. If the engine mount is cadmium plated, no inspection of the weld will be required, since these lower frame assemblies have been fabricated subsequent to the period of questionable weldments.

2. If the engine mount is not cadmium plated, remove the paint from all four lord mount supports in the area of the clamp lugs and inspect for identification markings in or around the weld at the clamp lugs. If the weld is stamped with either a [7] or [8] or no stamp at all, it will be necessary to remove the mount from service until such time as the lugs can be removed and rewelded to CAM 18 standards.

(Hiller Service Information Letter No. 111 covers this subject.)

56-27-3 PIPER Applies to Model PA-23, Serial No. 23-1 through 23-800 except 23-732, 23-736, 23-739, 23-740, 23-741, 23-769, 23-777, 23-784, 23-787, 23-794, 23-797 and 23-799.

Compliance required by February 1, 1957.

In order to prevent fatigue cracking in the aileron balance weight bracket at a point where the bracket tubes are welded to form a 90° angle, it will be necessary to remove both the right and left aileron balance weight brackets and reinforce them with gussets, Piper Part No. 17126-07 in accordance with the instructions and sketch contained in Piper Service Bulletin No. 149 dated December 10, 1956.

56-27-4 RYAN Applies to Navion B type aircraft equipped with Reading Aviation Service Inc. or Hackenberg Sales and Service downdraft cooling kit installations.

Compliance required not later than July 1, 1957.

Engine cooling tests conducted subsequent to the installation of these kits reveal that cylinder head and oil temperature values can exceed established limits. To prevent serious damage to the engines in these aircraft due to overheating, one of the following alternate actions is necessary.

1. Remove Reading Aviation Service Inc. or Hackenberg Aviation Sales and Service downdraft cooling kit and return aircraft to the original Ryan cooling configuration, or

2. Modify the Reading or Hackenberg engine cooling kit in accordance with Reading Aviation Service Inc. Service Bulletin No. 1 dated July 26, 1956.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 603, 52 Stat. 1007, 1009; 49 U. S. C. 551, 553)

[SEAL] JAMES T. PYLE,
Administrator of Civil Aeronautics.

APRIL 4, 1957.

[F. R. Doc. 57-2816; Filed, Apr. 10, 1957; 8:45 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

Subchapter B—Standard Samples and Reference Standards

PART 230—STANDARD SAMPLES AND REFERENCE STANDARDS ISSUED BY THE NATIONAL BUREAU OF STANDARDS

SUBPART B—STANDARD SAMPLES AND REFERENCE STANDARDS WITH SCHEDULE OF WEIGHTS AND FEES

DESCRIPTIVE LIST

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. These schedules are effective from the date of publication in the FEDERAL REGISTER.

Paragraphs (a) through (l) are amended to add a new series (Titanium-base alloys) and to retitle and revise paragraphs (e) through (l) to read as follows: