

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1966--Continued

Reference No.	Recommendation subject	Submitted	Page No.
6-RI-14	Aircraft loading under pt. 135	To FAA Sept. 24, 1965	57
6-RI-15	Suggested revisions to Convair 240/340 check list and training procedures (updating Allegheny Air Lines operations manual)	To FAA Sept. 28, 1965	60
6-RE-16	Require improvements in fuel manifolds of JT3D engines per P. & W. S.B. 369,635	To FAA Oct. 8, 1965	65
6-RE-17	Require compliance with Boeing S.B. 1178 to bring to safety standards those 707/720 series aircraft not modified.	do	69
6-RI-18	Misleading labeling in electrical wiring diagram in Piper Twin Com. service.	To FAA Oct. 12, 1965	73
6-RE-19	Recommend survey of air carrier seatbelt installations	To FAA Oct. 13, 1965	77
6-RE-20	Alert all owners and operators of Piper PA-30 existence of fuel injection vapor problem.	To FAA Oct. 20, 1965	81
6-RE-21	Examine and reevaluate lifejacket provisions of PAWA now and in time all air carriers.	To FAA Oct. 22, 1965	85
6-RE-22	Give additional consideration to requiring installation of sound transmitters on flight recorders.	To FAA Oct. 29, 1965	88
6-RE-23	Require improved inspection of impeller assembly or limit service life, Martin 404.	To FAA Nov. 2, 1965	92
6-RE-24	All F-27A aircraft incor. Fairchild S.B. 27-26; provide more adequate landing flap warning light test circuit, etc.	To FAA Nov. 18, 1965	96
6-RE-25	Rerouting fuel lines Boeing 727 and similar aircraft	To FAA Nov. 30, 1965	101
6-RE-26	Require emergency lights be turned on during all takeoff and landing operations of Boeing 707, 720, 727.	do	107
6-RE-27	Action be taken to modify Hughes 300AG electrical wiring to prevent shorting magneto leads.	To FAA Dec. 2, 1965 and Feb. 21, 1966	113
6-RE-28	Inspect all 2d stage P/N 421602 fan disks on JT3D-1 engines for radial cracks.	To FAA Dec. 3, 1965	117
6-RI-29	Recommend maximum age requirement be considered for pt. 135 operations.	do	121
6-RE-30	Suggest exploring overtemperature problem, GTC-85 auxiliary power unit as installed in Grumman Gulfstream.	To FAA Dec. 13, 1965	123
6-RE-31	That combustion testing of materials used in aircraft interiors be expanded to provide for testing of various combinations of materials.	To FAA Dec. 16, 1965	127
6-RE-32	Installation of additional spacer under pawes to arrest runaway stabilizer in brake assembly on B-727.	To FAA Feb. 15, 1966	133
6-RE-33	Inspection of quality control procedures in instrument overhaul of vertical gyro assembly (AAL-B-727).	To FAA Feb. 21, 1966	136
6-RE-34	Appropriate action be taken to prevent used connecting rod bolts being installed in Lycoming engines (Brantly).	To FAA Feb. 24, 1966	140
6-RE-35	Investigate quality control procedures of EAL regarding altimeter installations and maintenance.	To FAA Mar. 7, 1966	144
6-RE-36	Action be taken regarding fatigue failures in Bell 47 tail rotor blades in grip section.	To FAA Jan. 18, 1966, and Apr. 21, 1966	151
6-RE-37	Require precautionary inspection for cracks in vertical stabilizer rear spar attachment fittings; B-707, B-727 aircraft.	To FAA Mar. 29, 1966	157
6-RE-38	Speed restriction and flutter characteristics of Piper PA-30.	May 2, 1966	159
6-RE-39	Improved detection methods for cardiovascular disease be employed during airman's medical examination.	May 5, 1966	163
6-RI-40	That air carrier pilots receive instruction on hazards of aquaplaning and techniques to use when encountered.	May 11, 1966	174
6-RI-41	Amendment to FAR pts. 23 and 135 to provide for wing-flap-actuated gear audible warning device for general aviation aircraft.	May 20, 1966	177
6-RI-42	Amend pt. 23 to specifically provide fuel selector control must be located in full view of pilot and accessible to him.	May 25, 1966	185
6-RE-43	Revise FAR pt. 23 to aid in prevention of ground loop type accidents.	do	189
6-RE-44	The recording of additional flight data parameters through use of improved flight records.	June 1, 1966	193
6-RE-45	Improve drive coupling assembly of Thompson Products model TF-1900 fuel pump, Beech G-35 aircraft.	June 9, 1966	197
6-RI-46	Evaluate Piper PA-24 and PA-30 landing gear systems re electrical current load and rigging.	do	202

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5-RO-1	Clarification of language of FAR and FIM	To FAA July 10, 1964	1
5-RE-2	Make appropriate inspections on all Beech 18 wing spars as rapidly as possible.	To FAA July 13, 1964	4
5-RO-3	Provision of adequate number of visibility reference points and maintenance of current visibility reference charts.	To USWB July 20, 1964	8
5-RO-4	Clarification of special weather observation criteria—Tahoe Valley Airport.	To USWB July 23, 1964	11
5-RO-5	SAWRS improvement program	do	14
5-RO-6	Improvement of communication of Tahoe Valley observations	do	17
5-RO-7	Review of operations similar to Paradise Airlines.	To FAA July 24, 1964	20
5-RO-8	Emergency smoke-removing procedures	To FAA July 30, 1964	24
5-RO-9	Modification of air traffic control procedures re transmission of flight identification.	To FAA Aug. 4, 1964	30