SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1965—Continued

Reference No.	Recommendation subject	Submitted	Page No.
	Reevalutation of tail rotor service life on Bell 47	To FAA Aug. 17, 1964	3
-RE-11	Improve accuracy and survivability of flight recorders Installation of lower coupling drive shaft on Hughes 269 helicopter	To FAA Aug. 21, 1964	8
-RE-12 -RO-13	Depiction of towers and obstructions in attention-drawing manner.	To FAA Sept. 9, 1964	5
-RO-14	Depiction of towers and obstructions in attention-drawing manner— Designation of Alpena, Mich., control area extension on year- round basis and provision of ATC services.	To FAA Sept. 23, 1964	5
-RE-15	insure proper cleaning oil filter cover on Cessna 205 aircraft.	10 FAA Sept. 26, 1964	5
	Reassess structural integrity of Hughes tail rotor drive shaft in	To FAA Oct. 1, 1964	5
-RE-17	Modification to fire extinguishing system for lower cargo compart- ment.	To FAA Oct. 9, 1964	7
RA-18	Transistor watches—Potential source of interference to aircraft navaids.	To FAA Oct. 15, 1964	. 7
-RE-19	Action re self-sealing fuel tank cells Convair PB4Y-2 and World War II aircraft.	To FAA Oct. 20, 1964	7
-RO-20	Charting of Navy student jet training areas	do	8
-RO-21	Correction of USAF flight information publication (approach chart). Evaluate adequacy of S-62A fuel quantity gaging system design.	To FAA Oct. 26, 1964	
		30, 1964, and reb. 17,	
-RO-23	Team aerial agriculture application by 2 or more aircraft	To FAA Oct 29, 1964	9
	tiving and other operations involving low and slow living.		10
W	Review maintenance and inspection procedures of Hawthorne- Nevada Airlines.		10
	Standardization of in-runway lighting at John F. Kennedy Inter- national Airport.		11
	Study be initiated to determine defective weld inspection method in center section truss assembly, Bellanca aircraft.	Same in the state of the same of the same in the same of the same	11
-RO-28 -RE-29	Use of smoke masks in Viscount aircraft Require suitable modification for Brantly B-2 helicopter shock strut	To FAA Nov. 16, 1964 To FAA Nov. 18, 1964	11 12
DE 20	design. Population of Joing of Kolleman pitot head	To FAA Nov. 19, 1964	12
-RE-31	Effectiveness of FAA's surveillance policies of air carrier operators	the first of the control of the second of the control of the contr	12
	Appropriate inspection and rework procedures for B-707 main landing gear aft axle be made mandatory.		1,
RE-33	F-27 emergency exit door, aft right side, require compliance with regulations; also establish inspection schedule to detect fretting of Wing.	To FAA Nov. 24, 1964	1;
	That the depiction of altitude restrictions on the plan view of ap-		14
RE-35	Determine possible use of reinforced polyesters for protection in	To FAA Dec. 1, 1964	12
RO-36 RE-37	proach plates be included on the expanede promise. Determine possible use of reinforced polyesters for protection in commercial aircraft and feasibility of such material. Revision of Jeppensen approach chart. Consider a redesign of B-707 electrical system to prevent pro-	To Jeppensen Dec. 24, 1964. To FAA Dec. 30, 1964	14 15
DE 20	longed interruption of essential power. Modify Lockheed Jetstar landing gear emergency extension system. Advise operators Bell 47G-3 re power lag in Franklin 6VS-335 en-	To FAA Dec. 31, 1964	16 17
	gines. Reevaluation nose gear mechanism design of emergency system	化氯化甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	17
	B-720 and all other aircraft using similar systems. Use of lift strut as a step undesirable re Cessna 140, 150, 170, 180,	A STATE OF THE PROPERTY OF THE	17
DO 40	210.	To FAA Feb. 2, 1965	18
DE-V3	craft. Improvement in fuel systems Convair 340 aircraft	To FAA Feb. 9, 1965	18
RE-44	razatus to an cartier personner during a tendency of the craft. Improvement in fuel systems Convair 340 aircraft. Modification of Brantly BZA fuel pump drain line. Formation of Industry-government task force to reassess current	To FAA Feb. 18, 1965	19 19
PO_46	Markings on aeronautical charts of wire installations over land or	To C. & G. Mar. 4, 1965	
-RO-47	water. Promulgation of information on location of emergency exits Issue AD re B–727 inboard trailing edge flaps Equip Hughes 269A having Vertx IJ–100 spray kit with baffle Radar air traffic control procedures	To FAA Mar 12, 1965	20
-RE-48	Issue AD re B-727 inboard trailing edge flaps	To FAA Mar. 18, 1965	20
-RE-49	Equip Hughes 269A having vertx 11-100 stray kit with ballie	To FAA Mar 30, 1965	21
-RE-51	Improvements in service time for K-2800 cylinders—Allegheny	10 FAA Wal. 31, 1303	22
-RO-52 -RO-53	Installation of computer-based digital displays of RVR information.	To USWB Apr. 1, 1965	22 23
-RE-54 -RE-55	position indicator and stallwarning aural signal. Changes in fuel selector system, Lockheed 18. Expedite FAA: approval and mandatory required fuel surge, tank detection, and suppression system for B-707; reorient FAA's	To FAA Apr 8, 1965	2! 2!
DF_56	detection, and suppression system in transit light to assist lightning group. Require mandatory installation of reverser in transit light to assist crew detection of hazardous asymmetrical thrust condition. Revision of flight manual for Hughes helicopter to include information on "low fuel" warning light. Conduct fleet campaign to determine if contaminated Ledex relays are installed in other L-1049H aircraft. Classify certain sprays as "hazardous" both in general and all carrier availation.	To FAA, Apr. 21, 1965	25
-NL-30 -RA_57	crew detection of hazardous asymmetrical thrust condition. Revision of flight manual for Hughes heliconter to include informa-	do	26
-NU-0/ DE_59	tion on "low fuel" warning light. Conduct fleet campaign to determine if contaminated Ledex relays.	To FAA, Apr. 22. 1965	26
-nc-u6	are installed in other L-1049H aircraft.	To FAA Apr 26 1965	27 27
+KE-59	Classify certain sprays as "nazardous" both in general and all, carrier aviation.	"in 1 du' uhi 70' 1903	12 (5% 14-69)