

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1965--Continued

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5-RO-60	Revision of Hughes 269A helicopter preflight inspection checklist	To FAA Apr. 26, 1963	279
5-RE-61	Spectrometric oil analysis	To FAA, Apr. 27, 1965	284
5-RO-62	Modification of Brantley B-2 helicopters	To FAA, May 4, 1965	287
5-RE-63	Action to insure good security of spacer block of Schempp-Hirth models S, SH, and SH1	To FAA, May 17, 1965	292
5-RE-64	Inspection requirement for J-T3D 2d-stage fan disks; revise overhaul manual	To FAA, May 25, 1965	296
5-RO-65	Minima applicable to special VFR	To FAA, June 3, 1965	302
5-RO-66	Revisions of pilot examinations re human oxygen requirements	To FAA, June 14, 1965	324
5-RE-67	Redesign of the stator vane pilot valve assembly on General Electric CT-58-100 engines	To FAA, June 18, 1965	327
5-RO-68	Require carriage of a battery-powered transceiver on all air-carrier aircraft	To FAA, June 22, 1965	332
5-RE-69	Mandatory inspection of Piper aircraft	To FAA, June 29, 1965	342

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4-RF-1	That steps be taken to advise flight service personnel in regard to use of the term VFR	To USWB July 5, 1963	1
4-RF-2	Development of a standard means of making and maintaining a record of information provided pilots in weather briefings	do	5
4-RF-3, MIA63-114	Provisions to include weather radar information derived from W/B WSR-57 equipment in ATC facilities	To FAA July 5, 1963	7
4-RF-4-FTW63-119	Provide for establishment of minimum altitudes for air carrier training maneuvers	To FAA July 17, 1963	11
4-RE-5, MKC63-85	Design rear spar upper plant fitting and quality machining L1049G be reviewed. Determine extent corrective action necessary	To FAA July 12, 1963	14
4-RE-6, NYC63-189	All CV 240, 340, 440 operators be required to perform one-time inspection landing gear, to insure proper length screw in locking position gland nut	To FAA July 24, 1963	20
4-RE-7, CHI63-182	Immediate and recurring inspection of Cummings and Sanders CS-9400 seat belts	To FAA July 22, 1963	25
4-RE-8, DCA63-8	Overhaul facilities be alerted to potential dangers improper magnaflux techniques	To FAA July 30, 1963	29
4-RE-9	Recommend issuance AD on connecting rod bolts, Lycoming engine, model VO-540	do	32
4-RE-10, FTW63-159	Modify Beech 35 to incorporate 4 removable inspection panels	To FAA Aug. 8, 1963	34
4-RE-11	Care in use of 4340 steel used in main landing gears	To FAA Aug. 21, 1963	37
4-RF-12	Government responsibility for private navigational facilities	To FAA Aug. 22, 1963	40
4-RE-13, SEA62-12	Reevaluate front seat safety belt attachments, Cessna 172 and 182	To FAA Sept. 18, 1963	47
4-RE-14, MKC64-20	More extensive mandatory inspections on Hiller UH12 D and E rotor blades	To FAA Sept. 19, 1963	54
4-RE-1, CHI64-32	Reduction of inspection time Cessna 195 main spar from 4500 hours to 1000 hours	To FAA Sept. 26, 1963	57
4-RE-16, NYC63-159	Investigate leading edge failure trend possibility of Aero Commander	do	60
4-RE-17, FTW64-13	Issue AD or alert to replace oil line Piper PA23 from engine to cooler with more durable type	do	65
4-RE-18	FAA require all models of Aero Commander with fuel booster and primer system control switches be retrofitted	To FAA Sept. 27, 1963	67
4-RF-19, DCA64-1	Revision of dispatch regulations	To FAA Sept. 30, 1963	72
4-RF-20, MIA62-56	Early consideration be given to requiring the installation of runway distance markers at all air carrier airports	To FAA Oct. 3, 1963	75
4-RO-21	Recording of in-flight briefing	To FAA Oct. 8, 1963	78
4-RE-22, MIA64-36	AD on HS JFC25 fuel controls requiring redesign of throttle valve assembly plus interim improvements	do	83
4-RO-23, MIA63-114	Amendment of instructions, reissuance of SIGMET advisories	To USWB Oct. 17, 1963	92
4-RE-24	Improvements of emergency radio signaling devices	To FAA Oct. 17, 1963	95
4-RE-25, DEN62-39	Discrepancy in Cessna 310C owner's manual be brought to attention of FAA	To FAA Oct. 21, 1963	101
4-RO-26	Revision of regulations regarding wearing of seat belts	To FAA Oct. 25, 1963	104