

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1964—Continued

Reference No.	Recommendation subject	Submitted	Page No.
4-RO-63	Amendment of WB Form 652-16A	To USWB May 6, 1964	293
4-RE-64	Fleet assembly inspection on all DC-8 stabilizer drive assemblies to assure proper assembly.	To FAA May 6, 1964	295
4-RE-65	FAA change procedures to prevent STC with back-dated effective date; FAA change procedure to prevent installation of incompatible STC's; change in CAR to prevent certifying aircraft having dangerous loading characteristics.	To FAA May 8, 1964	301
4-RE-66	Inspection and protection of landing gear skids.	To FAA May 13, 1964	309
4-RO-67	Relocation of sensing equipment at Hilo, Hawaii.	To USWB May 22, 1964	312
4-RE-68	FAA consider modification of B-720-B horizontal tail to preclude stick force lightening.	To FAA May 27, 1964	314
4-RE-69	Recurrent structural inspections of Mooney M18C.	do	320
4-RE-70	1,000-hour retirement life on idler pulley, Hughes 269A/B, be reduced.	do	325
4-RO-71	Replacement of control valve on crew oxygen bottles.	To FAA June 5, 1964	329
4-RE-72	AD be issued for immediate inspection of S-10K Fafnir bearings.	To FAA June 12, 1964	332
4-RO-73	Change in wording of par. 265.12 of Air Traffic Control Procedures Manual re special VFR operations.	To FAA June 16, 1964	338
4-RO-74	Equal application of VFR landing standards to all carriers.	To FAA June 18, 1964	342
4-RE-75	Periodic inspection on crankshaft of Piper Twin Comanche.	To FAA June 19, 1964	344
4-RO-76	Maintenance of Nav aids in condition existing at time of accident.	To FAA June 22, 1964	349
4-RO-77	Briefing on location and operation of life rafts and preservers.	do	352
4-RO-78	Inclusion of appropriate provisions of pt. 42 in air taxi operators' operations specifications.	To FAA June 26, 1964	356
4-RE-79	Heim rod end failures on Cessna 310 airplanes	do	359
4-RE-80	Landing gear failures, Cessna 120/140 aircraft	do	363
4-RE-81	FAA review quality of work performed by certified repair stations.	do	368

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Recommendation No.	Date	Recommendation	Page No.
63-1	July 3, 1962	To FAA: Compliance with service bulletin A-Ty 79-15 at an early date be made mandatory to guarantee an ample warning margin in operating engines. (B-96)	1
63-2	July 20, 1962	To FAA: Advising FAA of the engine overhaul irregularities found during our investigation and recommending that the overhaul practices and procedures of the Pacific Airmotive be reviewed by FAA. (B-96)	8
63-3	do	To FAA: FAA conduct survey to determine number and type of old emergency escape slides in service and to require removal of such slides from service within a reasonable length of time. (B-96)	9
63-4	July 21, 1962	To FAA: Recommending correction of discrepancies in flight information publications and charts. (B-93)	12
63-5	July 24, 1962	To FAA: Advising them that the detailed examination of the landing gear fitting disclosed that the source of the fracture was fatigue.	13
63-6	Aug. 10, 1962	Require routine engine instrument logbook entries at WAL be considered; examine WAL procedures and practices with respect to EGT indicating system checks.	15
63-7	do	Reduce current overhaul period at Avalon Air Transport from 1,500 to 600 hours; conduct field check of blade slippage within retaining clamps; reevaluate clamp design for retaining and indexing blade in subject model of Hartzell propeller.	20
63-8	Aug. 14, 1962	Call attention of the Administrator to need for design changes in landing gear door and hinge beyond the manufacturer's change to steel replacement hinge.	25
63-9	Aug. 22, 1962	Calling to attention of Administrator failure of section of anti-ice air duct in fuselage near aft baggage compartment which was weakened by severe intergranular corrosion caused by improper pickling.	29
63-10	Aug. 23, 1962	1-time inspection be made of all Cessna CH-1C tube braze assemblies and if FAA approves new design AD be issued requiring new assembly on all CH-1C's.	31
63-11	Aug. 24, 1962	Consideration be given to establish shorter periods between inspections and between parts replacements than previously established for such components as landing gears and flaps.	34