

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1963—Continued

Recommendation		Recommendation	Page No.
No.	Date		
63-12	Aug. 24, 1962	Shifting system be revised to allow operation of bypass valve before mechanical control linkage is shifted.	37
63-13	Aug. 28, 1962	Conversion to "frequency recording" as opposed to "position recording" at ATC facilities.	48
63-14	Sept. 5, 1962	FAA take a look at configurations to be used in new 3-class passenger service in Boeing 707 type aircraft to assure that proper access to over-wing exits is maintained.	54
63-15	Sept. 11, 1962	Review quality of welds by manufacturer to insure that other Mooney aircraft are not being operated in an unsafe condition.	58
63-16	Sept. 24, 1962	Operators of C-46 aircraft be required to inspect, lubricate as necessary and make functional checks of the fire extinguishing system at intervals of approximately 6 months.	63
63-17	Sept. 25, 1962	AD be issued requiring temporary deactivation of the Spartan electric trim system.	66
63-18	Oct. 4, 1962	That action be taken by Administrator to assure that radar personnel and facilities at Shemya meet FAA standards.	68
63-19	Oct. 8, 1962	That the term "true bearing" be substituted for "true radial" in designation of airways, based on true north reference.	72
63-20	-----do-----	FAA investigate accident procedures, alarm system, fire fighting, rescue, and medical facilities at McGhee-Tyson Airport. Also FAA provide technical assistance and cooperation to fullest extent possible at said airport.	74
63-21	Oct. 11, 1962	Recommend design change in fore and aft cyclic system, Bell 47G-2, and subsequent models. Conduct 1-time inspection of fore and aft cyclic as interim safety precaution.	77
63-22	Oct. 18, 1962	Inspection procedures Flying Tiger Line be reviewed and improvements be required to eliminate fuel contamination.	82
63-23	Oct. 24, 1962	FAA examine maintenance and operating practices, Flying Tigers, in detail to assure acceptable level of airworthiness.	86
63-24	Oct. 25, 1962	Recommend FAA expedite matters to issue official stand at earliest possible date re recap requirements either by a TSO or MSO.	89
63-25	Oct. 29, 1962	CAB endorses FAA efforts to develop flight recorders, measuring added parameters.	92
63-26	Oct. 30, 1962	Recommend FAA conduct research to determine proper operational height for anemometers, preferred location(s) of wind measuring equipment on runway complex.	95
63-27	Oct. 31, 1962	Pilots' examinations relative to flight characteristics and emergency procedures—single-engine, high-performance aircraft.	99
63-28	Nov. 5, 1962	Abbreviated departure message be transmitted by service B teletype on all nonair carrier a/c for delivery and action required by ATS facilities serving destination airport.	125
63-29	-----do-----	FAA require repetitive special inspection, Bell P/N 47-642-020-1 blade.	130
63-30	-----do-----	Mandatory corrective action be taken to modify door hinge mechanism.	132
63-31	Nov. 7, 1962	Consideration be given during FAA study of flight time limits to need for clearly defined criteria in adequacy of airborne rest facilities and duty time limits.	135
63-32	Nov. 8, 1962	Weather Bureau consider revising delineation system, aviation forecast areas to facilitate proper interpretation of forecasts.	138
63-33	-----do-----	Improvements be made in area of liferaft stowage, lights on rafts and jackets: TSO-C13 be reviewed; adequacy of seat tiedown; emergency information be issued.	140
63-34	Nov. 15, 1962	FAA provide that data re effective altitudes on this airway be displayed more prominently on all aeronautical charts. Provide special Notams and alert bulletins as means of alerting unsuspecting pilot of danger in this undesignated airspace.	145
63-35	Nov. 20, 1962	Appropriate procedural documents of ATC be amended to require ARTC radar controllers indicate positively to pilot when radar handoff is to be employed in connection with his flight.	148
63-36	Nov. 21, 1962	Cited approach plate remarks be amplified to include statement that no centerline guidance may be available during final stages of approach. See LTR Sept. 9, 1963.	152
63-37	Dec. 19, 1962	ATC personnel be authorized to refuse approach clearance to aircraft in weather conditions below lowest minimums applicable to requested approach.	154
63-38	Nov. 28, 1962	FAA arrange with DOD to provide periodic scheduled lectures by FAA ATC personnel re ATC operating procedures at military bases where undergraduate jet flight training is conducted.	162
63-39	Dec. 13, 1962	Immediate action be taken to effect changes outlined in letter. Discrepancies in Airman's Guide, ILS.	165
63-40	Dec. 19, 1962	ATS procedures be revised to require operationally significant weather information pertinent to approach areas involved be transmitted routinely to approaching aircraft.	171
63-41	Dec. 26, 1962	Study be made by FAA of physical layout of RVR readout displays at Idlewild and other locations where PAR installed.	175
63-42	-----do-----	Runway visibility observing program be initiated at such locations when measurements not available and prevailing visibility or pilot reported visibility is 1 mile or less. Runway visibility observers should be certificated by USWB.	177
63-43	-----do-----	Consideration be given to development of staffing plans and work schedules so designed that during periods of adverse weather, one of the observers on duty at airport stations is relieved of all responsibility other than that of maintaining constant watch on weather and recording observations.	179
63-44	Dec. 27, 1962	That Weather Bureau consider revision of current aviation weather observing instructions regarding "partial obscuration".	181
63-45	Dec. 26, 1962	Duplicate letter to FAA urged matter be discussed jointly by Weather Bureau and FAA. Representatives of BOS will be available for consultation.	183
63-46	Dec. 31, 1962	Recommend current airworthiness requirements for automatic flight control systems in sec. 4b.612 of CAR and related CAM policy material as applied to high-speed swept-wing design turbojet aircraft be reevaluated for establishing realistic performance criteria.	85