

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1963—Continued

Recommendation		Recommendation	Page No.
No.	Date		
63-47	Dec. 31, 1962	Recommend that newly designed bellcrank (steel) be evaluated and, if found satisfactory, its use be made mandatory on all existing and future Brantly B-2 helicopters.	193
63-48	Jan. 4, 1963	Recommend bird strike be reviewed for information to expand general background on bird ingestion and for data which may warrant revising the tentative programs of FAA currently scheduled bird ingestion tests.	198
63-49	-----do-----	Recommend FAA seriously consider conducting tests on stabilizer surfaces of aircraft of manufacturer other than the Viscount 745D's, one of which was in subject accident.	202
63-50	Jan. 18, 1963	Evaluation be made structural integrity latest configuration main rotor blade Brantly B-2.	209
63-51	Jan. 16, 1963	Action be taken to assure written record is made of all tower visibility observations and effective means of coordination and control be established assuring responsible units at A/B are recording and reporting the same values of visibility at all times.	212
63-52	Jan. 18, 1963	Equivalent level of protection be afforded users of areas having IFR approach procedures as is provided to designated airspace.	215
63-53	Jan. 24, 1963	Consideration be given to amending pts. 40, 41, 42 of CAR to require flotation devices on overwater flights.	225
63-54	-----do-----	FAA thoroughly evaluate interference to glide slope reception at airports and take whatever steps necessary to preclude this possible hazardous condition.	227
63-55	Feb. 4, 1963	That the term "forecast" as used in pts. 40, 41, 42, and 60 be defined so that the paragraphs wherein this term is employed will become truly regulatory in nature.	231
63-56	Feb. 14, 1963	To Administrator, FAA: DC-8 operators and FAA maintenance inspectors be alerted to corrosion and lubrication problem DC-8 bogie beam.	234
63-57	Mar. 5, 1963	FAA consider modifying alert bulletin to require immediate inspection bolts and flap track area; magnaflex inspection or replacement of bolts below torque; check for excessive clearance due to wear in bolt holes.	237
63-58	Mar. 7, 1963	That joint review referred to in Mr. Thomas' letter (Jan. 8, 1963) (encompass the areas outlined in our letter of Mar. 7, 1963, and that consideration be given to consolidating FAA procedures governing radiotelephone dissemination of aviation weather information by ATC personnel into one area of FAA internal procedural publications.	240
63-59	Mar. 11, 1963	Recommended that the USWB in cooperation with FAA arrange to provide appropriate means of measuring cloud height at New Orleans Airport. Also recommended that provision of suitable visibility reference marker charts for use of observers at that location be made.	241
63-60	Mar. 12, 1963	Recommend action to eliminate apparent ambiguity by amplifying SR-445 to include all IFR operations wherever they may be initiated.	246
63-61	Apr. 9, 1963	Consideration be given to promulgation of procedures advising controllers to withhold information re turbulence when providing services outlined in ATF 7110.1A, par. 352.1, except that reported by aircraft traversing same route.	248
63-62	-----do-----	1-time inspection carburetor air duct actuating arm all MK-20-B aircraft. Review fabricating and brazing techniques, Mooney aircraft, where necessary require improvements.	250
63-63	Mar. 19, 1963	Recommend that maintenance and overhaul procedures of Trans Air Lines be reviewed.	254
63-64	Apr. 24, 1963	Recommended that phraseology sequencing be established to identify the fix, inbound course and direction of turn, etc.; that such standardization would reduce the probability of ambiguous interpretation, more likely when the reciprocal value of the inbound course is given or reference to cardinal points of the compass is made.	257
63-65	Apr. 24, 1963	Recommended that in order to enhance safety in operation of such aircraft the manufacturers furnish an FAA approved Airplane Flight Manual with all future certificated aircraft.	259
63-66	Apr. 24, 1963	Convene FAA/industry meeting to explore causes of and corrective measures for false fire warnings on turbojet-powered aircraft; require compliance with Boeing S/B 1788.	263
63-67	May 3, 1963	Flight recorder installation approvals for United Data Control and LAS be reevaluated.	270
63-68	May 2, 1963	Immediate inspection be made of elevator hinge bolts all CL-44.	273
63-69	May 8, 1963	That the Flight Services Quality Control staff be alerted to the situation outlined above and that appropriate corrective action be initiated.	276
63-70	May 14, 1963	DC-8 main landing gear design be modified and adequate inspection system be set up.	279
63-71	May 15, 1963	Conduct reevaluation shimmy dampener and nose wheel fork design Cessna.	285
63-72	May 22, 1963	Require 1-time mandatory inspection Hiller UH-12E4 tail rotor drive assembly; continue frequent inspections until modification or other permanent corrective measures established.	288
63-73	May 24, 1963	Consideration be given by FAA to establishment of restricted airspace within boundaries of existing caution area, coordination be effected with U.S. Air Force to determine mutually acceptable ceiling on this extension to avoid unduly penalizing other users of the airspace.	294
63-74	May 29, 1963	Require compliance with Piper service letter No. 356; FAA initiate study to consider relocating circuit breaker and identification panels.	300
63-75	-----do-----	1-time inspection of scissors arm assemblies; retirement schedule for swashplate scissors arms and link assemblies after accidents on Bell 47.	310
63-76	-----do-----	Establish operating rules to assure ground personnel are aware materials being carried aboard which could be hazardous to persons on ground in event of an accident.	313
63-77	June 10, 1963	Maintenance and overhaul procedures and practices of Standard Airways be reviewed.	321
63-78	June 14, 1963	Mechanical low pitch stop assembly be incorporated in Curtiss electric propellers as expeditiously as possible.	323
63-79	-----do-----	To achieve the desired improvement with respect to methods for observing and recording visibility and clouds and the operational use of such information, following actions are recommended: (a) Locate a ceilometer in the approach area to each instrument runway and whenever practical at middle marker.	333