

APPENDIX C.—SUMMARY OF SAFETY RECOMMENDATIONS—NATIONAL TRANSPORTATION SAFETY BOARD (MAY 1967–DECEMBER 1967)

NATIONAL TRANSPORTATION SAFETY BOARD—SUMMARY OF SAFETY RECOMMENDATIONS, MAY 1967–DECEMBER 1967

1. Aviation safety recommendations (summary list).
2. Surface transportation safety recommendations (summary list).
3. Safety recommendation letters.

AVIATION SAFETY RECOMMENDATIONS

Recommendations for remedial action

During 1967 the Board forwarded 35 safety recommendations to the Federal Aviation Administration. A breakdown of these recommendations according to type of aircraft and operations is shown in the following table:

Air carrier:	
Turbojet	5
Turboprop	3
Piston-engine	2
General aviation:	
Turbojet	1
Piston-engine	17
Rotorcraft	2
Miscellaneous	5
Total	35

Following is a summary of each safety board recommendation together with corrective action taken.

Air carrier—Turbojet aircraft

It was recommended that on the Boeing 707, 720, and 727 model aircraft, a positive-type locking device be required on the rudder pedals. The FAA has advised that the manufacturer is preparing service bulletins for the installation of a rudder positive lock device on these aircraft.

It was recommended that on Boeing aircraft the manufacturer's production, repair, and inspection of the yaw damper coupler be reviewed and improved testing procedures be implemented. The FAA sent instructions to all FAA regions for the evaluation of production test procedures and for the users maintenance manual test procedures. The FAA also conducted a detailed inspection of the manufacturer's production and repair station facilities.

On the BAC 1-11 the Board recommended that a fireproof barrier be provided at the fuselage top skin between fuselage stations 936 and 958 and the aluminum alloy wall separating the hydraulic bay and the auxiliary power unit air intake plenum chamber be replaced with suitable fireproof material; additionally, as a precautionary measure, recommended that until such time as suitable barriers were provided the in-flight use of the APU be restricted. The FAA concurred in this recommendation and worked closely with the manufacturer to provide additional fireproof barriers. In addition, the carriers have prohibited the in-flight use of the APU until the modifications were completed.

On the General Electric JT805 engines, installed in CV-880 aircraft, it was recommended that compliance with GE service bulletins be made mandatory to preclude failure of the seventh- and eighth-stage discs.

Reevaluate DC-9 auxiliary power unit exhaust installation. FAA advises that there was no design deficiency, but a maintenance bulletin was issued to alert all DC-9 operators.

Air carrier—Turboprop aircraft

On the Convair 580 it was recommended that the pitch lock capability of the Allison aero products propeller with respect to rate of blade angle change be