

reliably established and correlated with maximum blade angle change rates that might be encountered; and, if a deficiency was found to exist, that it be corrected. Also, that the quality control system and procedures of the Allison Division of General Motors Corp., as it pertains to propeller manufacture and service, be reevaluated. FAA issued an airworthiness directive to correct the blade angle change rate and the manufacturer corrected, to the satisfaction of the Special Production Certification Board, the quality control deficiencies that had been noted.

On L-188 aircraft it was recommended that National Airlines maintenance procedures and practices be revised to assure that acceptable standards of airworthiness are maintained. FAA advised this was accomplished and deviations have been corrected.

On the Allison propjet Convair it was recommended that the electrical system be evaluated based upon a study of potential hazard. The FAA conducted a detailed analysis and reevaluation of the electrical system. They determined that the system complied with applicable regulations and that adequate protection was provided to the electrical bus.

Air carrier—Piston engine aircraft

All operators of the Convair 340, 440, 580 model aircraft be alerted to the possibility of improper heater installation and to review the electrical system on these aircraft to determine the need for modification of the circuit protective devices. The operator involved in the accident issued a directive to inspect all their aircraft for proper heater installation. The FAA is in the process of issuing an alert bulletin on the proper procedures for the heater installation and also an FAA engineering review is being made to determine the need for modification of the circuit protective devices.

On the Douglas DC-3 it was recommended that the fuel hose connector in fuel feedline aft of the rear spar be inspected for condition. FAA published a bulletin covering the inspection of all DC-3-type aircraft modified with auxiliary fuel tanks.

General aviation—Jet

On the Gulfstream aircraft it was recommended that a red warning light with adjoining placard be installed to warn that the flight safety switch is placed in the emergency position and that the cruise pitch locks must be removed manually. FAA substituted amplified information in the Gulfstream flight manual rather than implement the provisions of the basic recommendation.

General aviation—Piston engine aircraft

On Beechcraft model 18 aircraft it was recommended that all wing spar and wing attach fittings be inspected by radiographic and magnetic particle methods prior to further flight. The FAA issued an airworthiness directive requiring all Beechcraft model 18 aircraft be grounded and inspected as recommended.

On all Beechcraft model 18 aircraft it was urged that Airworthiness Directive 65-7-2 be reevaluated and the inspection of the Hartzell propeller blades be accomplished at intervals adequate to insure continued airworthiness.

On the Beechcraft C-45H aircraft a mandatory inspection to detect fatigue cracks of the wing lower spar cap was recommended. An airworthiness directive requiring the recommended inspection was issued by the FAA.

On the Beechcraft model 95-B55 it was that the fuel system be reevaluated. The FAA has undertaken a reevaluation of the fuel system.

On the Beech King Air it was recommended that certain modifications be made mandatory to prevent the recurrence of engine induction system icing. Revisions to the flight manual have been issued to all owners and modifications were incorporated in aircraft.

On the Piper PA-28 aircraft it was recommended that an airworthiness directive be published requiring an internal inspection of the main fuel tanks for evidence of peeling or flaking of the tanks sealant compound. FAA is in the process of issuing an airworthiness directive requiring a periodic inspection of the fuel tanks as recommended.

It was recommended that spin characteristics on the Piper PA-30 aircraft be reevaluated with respect to recovery techniques. The FAA initiated a reevaluation program which is still in process.

On the Aero Commander it was recommended that a one-time inspection on all high-time/short-haul wing spar caps be made. The FAA issued an airworthiness directive requiring the recommended inspection.