

It was recommended that all general-aviation airplanes equipped with solid-type visors be surveyed to determine the extent to which vision is impaired. FAA concurred, will conduct a survey and issue an advisory circular if an unsafe condition is found.

On Beech D-18 it was recommended that a visual inspection of aircraft elevator trim tab be conducted prior to each flight. FAA issued an inspection aid calling attention to this item at each 100-hour inspection.

It was recommended that operating regimes on the Beech D-18 be reviewed and reevaluated to preclude failure of the wing spar. The FAA issued telegraphic AD-67-16-1 requiring inspection.

On the Cessna 188 it was recommended that the FAA issue an airworthiness directive to counteract single-failure rudder pedal. The FAA initiated a program in conjunction with the manufacturer to preclude further rudder pedal failures and they feel that this action will obtain the safety objective of the recommendation.

Recommended reevaluation of the landing gear extension system of the Mooney M-20C and M-20E. The manufacturer initiated a corrective program which was concurred in by the FAA to correct the problem. In addition, the FAA determined that lubricants other than that specified were being used. An inspection aid emphasizing the use of proper lubricant has been issued.

Recommended that the Piper PA-30 aircraft be tested to determine configuration and pilot input required to precipitate flat-spin mode; and determine if adequate recovery control is available. The FAA concurred in this recommendation and immediate coordination was established with NASA and Piper for wind tunnel tests. During the interim period, while the solution was being investigated, an alert has been issued to all FAA inspectors. The FAA has also issued an advisory circular to all pilots and operators warning against stalls and emphasizing the use of proper techniques in demonstration of minimum control speeds.

On Piper PA-28 and PA-32 recommended inspection of three-point suspension of float-attach bolts. The Safety Board, FAA, and the manufacturer, investigated this matter and Piper issued instruction to change all bolts with higher strength.

On Piper PA-23/250 recommend an AD to check Bendix fuel flow dividers. FAA, in conjunction with the manufacturer, investigated and corrective action will be taken if appropriate.

General aviation—Rotorcraft

On the Space Gyroplane it was recommended that the manufacturing process and quality control procedures of the manufacturer's rotor blades be inspected by the FAA. The FAA issued an AD on the inspection of Space Gyroplane rotor blades presently in use and informed the Board that the manufacturer is not now manufacturing rotor blades, but if manufacturing activities are resumed, the rotor blades will be individually inspected by the FAA inspectors.

For all Hiller UH-12 helicopters it was recommended that the flight manuals be revised to include the proper procedures for engaging the mercury drive clutch and a placard mounted near the engine/rotor tachometer specifying the maximum acceptable engagement times. The FAA did not believe that a change in the manual was necessary.

Miscellaneous

It was recommended that the neutron activation system for bomb detection be added to the FAA's "Bomb Detection System Study." The method suggested by the Board was noted by the FAA.

It was recommended that a safe and uniform set of standardized basic procedures be established by FAA for ground equipment operation. FAA issued a maintenance bulletin on procedures for ground equipment.

The minimum fire protection standard for nonejectable cockpit voice recorders was recommended to be increased to afford more protection to the tape during post-crash fires. FAA is requesting information from the recorder manufacturers to provide the basis for rulemaking, contemplated to increase protection for the voice recorder tape.

It was recommended that air carriers provide information to passengers, prior to takeoff, on the location of emergency exit windows and on procedures necessary for use of these exits. FAA is presently conducting a study on improved briefing of passengers with respect to the location of emergency exits and aircraft evacuation procedures.

Placement of an obstruction light on an unlighted tower in the approach zone, Syracuse Airport was recommended. This matter has been taken up by FAA with the Niagara Power Co.