

4. RECOMMENDATIONS

As a result of its investigation of this accident, the National Transportation Safety Board makes the following recommendations:

--to the Federal Aviation Administration:

Conduct a certification review of the Hamilton Standard model 14RF propeller system and require appropriate modification to ensure that the propeller system complies with the provisions of 14 CFR Section 35.21. The certification review should include subjecting the system to the vibration spectrum that would be encountered in flight on those aircraft for which it is certificated. (Class II, Priority Action) (A-92-25)

Examine the certification basis of other model propeller systems that have the same design characteristics as the Hamilton Standard propeller model 14RF and ensure that the fail-safe features of those propeller systems will function properly in the event of unforeseen wear of components in the propeller system. (Class II, Priority Action) (A-92-26)

Establish a periodic inspection time requirement for the transfer tube splines, servo ballscrew and ballscrew quill on Hamilton Standard model 14RF propellers and other propeller systems of similar design. (Class II, Priority Action) (A-92-27)

Issue an Air Carrier Operations Bulletin (ACOB) directing Principal Operations Inspectors to clarify with their operators that the intent of 14 CFR Section 135.265 is not to routinely schedule reduced rest, but to allow for unexpected operational delays, and to require compliance with the intent of the regulation. (Class II, Priority Action) (A-92-28)

--To Atlantic Southeast Airlines, Inc.:

Discontinue the scheduling of reduced rest periods in flight operations; and, in the interest of flight safety, utilize reduced rest periods for operational contingencies consistent with the intent of 14 CFR 135.265. (Class II, Priority Action) (A-92-29)

--To the Regional Airline Association:

Advise your members that the intent of the reduced rest provisions of 14 CFR 135.265 is not to routinely schedule reduced rest, but, consistent with flight safety, to allow for unexpected operational delays, and urge them to comply with the intent of the regulation. (Class II, Priority Action) (A-92-30)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

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