

Log 70-86 8/2/70

MAR 20 1970

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Honorable John H. Shaffer  
Administrator  
Federal Aviation Administration  
Washington, D. C. 20530

Dear Mr. Shaffer:

We recently reviewed the T47 Maintenance Program Proposal, which was submitted to the Federal Aviation Administration by a group representing user airlines and manufacturers of the Boeing T47 airframe and engines.

During this review, we noted reference to the windshield washing capabilities of the aircraft and a recommendation concerning dispatch with inoperative windshield wipers.

In following up this review, we noted that the T47 Minimum Equipment List (MEL) does permit dispatch of the aircraft, under certain conditions, with both windshield wipers inoperative.

We are aware that dispatch of aircraft with certain component inoperative has been in effect for years under the FARs, and that under certain conditions, dispatch with inoperative windshield wipers would not affect safety of flight of the aircraft. However, we are concerned with the possible visibility loss from insect strikes, similar to the Convair 580, which was involved in a mid-air collision near Milwaukee on August 4, 1968.

Following our investigation of that accident, ourologists testified that in the past years the size of insect swarms, both in volume and height, has increased. The testimony also indicated that the insects could be found at altitudes of 5,000 feet or higher.

After the Flight Training, our staff discussed the incident with...  
In view of the fact that, since 1968, Convair 580 aircraft have been...  
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...of the Convair 580, the FAA must...  
...to the...  
...

Honorable John H. Shaffer

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However, we believe that the hazard of loss of flight visibility on the 747 due to main lug strikes can be further reduced through use of the in-flight windshield washing capability offered by operable windshield wipers and the windshield washer system.

We therefore recommend that the Federal Aviation Administration review the 747 IRL, giving consideration to the possibility of requiring that at least one windshield wiper and the corresponding washer be operable before any flight.

The above recommendation has been discussed with your Boeing Aircraft Maintenance Specialist and with personnel from the Flight Standards Service by our Bureau of Aviation Safety Staff.

Please feel free to contact us if further information is desired.

Sincerely yours,

Original signed by  
John H. Reed

John H. Reed  
Chairman

JTChilds:esb:NA-86b:3/17/70

cc: HC-1(2), NM-2, NM-3, NM-4, NM-5,  
NE-1, NG-1, NP-1, NE-51(1), NE-513,  
NE-515, NA-80(2), NA-81, NA-87, NA-87c,  
NA-88, NA-86(3)(w/incom.), NA-86b  
Sec. Volpe(5), Mr. Kemp-MAA-FS-50,  
Mr. Bardach-DOB, 1 each Field Office,  
NA-85(MAATS)

NOTATION: 394

Approved by Board 3/12/70