

As a result of the investigation of this accident, the Safety Board on July 7, 1972, issued three recommendations (Nos. A-72-99 through 101) directed to the Administrator of the Federal Aviation Administration. Copies of the recommendation letter and the Administrator's response thereto are included in Attachment 8.

In addition, the Board has made a recommendation to the FAA with respect to the installation and use of shoulder harnesses in air carrier operations. (See Attachment 9.)

The Board believes that the cabin emergency lights did not operate because the arming switch in the cockpit was off. Since emergency lighting is desirable in the case of a survivable crash as well as in other emergency conditions, the Board believes that the system should be armed before each takeoff and landing.

Therefore the Safety Board recommends that:

- (1) The Federal Aviation Administration take action to ensure that the arming of the emergency cabin lighting be included in checklists used before each takeoff and landing. (Recommendation No. A-73-14)

The evidence in this case indicates that the captain assumed all of the activities associated with flying the aircraft and coping with the malfunction of the left propeller. While his concern with the propeller received most of his attention, the maintenance of the proper altitude and airspeed control received a lesser amount of attention. The Board believes that the tasks of flying the approach and coping with the propeller malfunction should have been divided between the pilots, and each should have concentrated on his particular aspect of the flight. There was no information in the operations manual that the captain could have used to guide him in assigning tasks in a manner that would have made his work easier and more likely to succeed. Therefore, the Board recommends that:

- (2) The Federal Aviation Administration bring this accident to the attention of appropriate FAA and air carrier personnel. Established pilot training programs and operations manuals should be revised to include guidance on time and task sharing in abnormal and emergency situations. Emphasis should be placed on the need of preplanning task and time sharing by the crew before an unusual or emergency situation arises. (Recommendation No. A-73-15)