



DEPARTMENT OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

OFFICE OF
THE CHAIRMAN

NOV 5 1970
CY 70-56
A-70-56

Honorable John H. Shaffer
Administrator
Federal Aviation Administration
Department of Transportation
Washington, D. C. 20590

Dear Mr. Shaffer:

The investigation of aircraft accidents involving general aviation and corporate aircraft has been difficult in many cases, because it is virtually impossible to track down the existing documentation to verify the avionics installation in the specific aircraft. Quite often the documentation recovered does not accurately reflect the avionics system installed in the specific aircraft. A case in point is the Pittston Company's Jet Commander Aircraft which crashed October 31, 1969. The wiring diagrams provided to the Pittston Company for the avionics system installed in their aircraft were inaccurate, and a correlation of the aircraft maintenance manual and the Supplemental Type Certificate wiring diagrams was impossible.

The National Transportation Safety Board believes that inadequate documentation of avionics systems in general aviation and corporate aircraft explains why most operators have a general knowledge of the avionics equipment in their aircraft, but quite often do not understand the effect of a partial system failure on the operation of the entire system. The owners/operators do not have a ready reference for refresher training on the systems in their specific aircraft.

The Board recommends that:

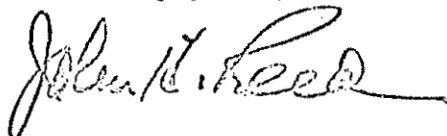
The Administrator take the necessary action to require the issuance of supplements to the specific aircraft flight and maintenance manuals whenever the aircraft or aircraft systems are modified. These supplements should accurately reflect the avionics system installation in the specific aircraft and the proper operation of that system.

Honorable John H. Shaffer - 2 -

Our technical staff will be available and pleased to provide any further assistance in this matter.

In accordance with established procedures, this letter will be placed in our public docket at the end of the five working-day period commencing the day after the date of this letter. It is understood, therefore, that there will be no public dissemination of this letter until that time.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "John H. Reed". The signature is written in dark ink and is positioned above the typed name and title.

John H. Reed
Chairman