

Safety Recommendation A-67-12

The National Transportation Safety Board (NTSB) issued Safety Recommendation A-67-12 to the Federal Aviation Administration on March 23, 1967, as a result of the NTSB's investigation of the structural deterioration of wood and glue joints in general aviation planes. The wood and glue joint construction found in a number of general aviation airplanes operating today warrants our continued concern for the early and effective detection of structural deterioration. The latter, of course, can effectively result in degradation of an aircraft's original factor of safety. This deterioration, in some instances, is characterized by wood rot; in others by an ineffective glue-joint. In any case, the general susceptibility of these airplanes to the adverse effects of climatic variables and the unpredictable effects of variations in workmanship, materials, and processes merit an increasingly vigilant and recurrent maintenance program to insure their continued airworthiness. The text of Safety Recommendation A-67-12 is as follows:

To the Federal Aviation Administration: NTSB Recommends that such an inspection be required of this model. The same or possibly increased susceptibility of certain other airplanes to the same type of deterioration merits your additional consideration of similar inspection requirements. Airworthiness Directive 59-22-3 did provide for the detection of this type deterioration on Mooney M-18 models but was a one-time inspection with compliance required no later than December 15, 1959. The renewal of this ad, with compliance required annually, should aid in the detection of such hazards. Special consideration may be required even then, however, to insure that aging, processing or other characteristics related to the bonding agent have not precluded a meaningful visual inspection.