

12. The first officer who personally drained the fuel tank sumps, failed to detect the presence of an oily substance as did the fueler.

(b) Probable Cause

The Safety Board determines that the probable cause of this accident was the loss of effective engine power because of improper fuel having been placed in the tanks by relatively untrained personnel. A contributing factor was that the flightcrew did not detect the error.

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3. RECOMMENDATIONS

On the basis of this investigation, the Board has recommended to the Administrator, Federal Aviation Administration, that Parts 23, 25, 27 and 29 of the Federal Aviation Regulations and Advisory Circular 20-43a be amended to provide a more adequate color coding system for aircraft refueling. (See appendix D.)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED
Chairman

/s/ OSCAR M. LAUREL
Member

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

Isabel A. Burgess, Member, did not participate in the adoption of this report.

September 30, 1970.