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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: May 4, 1979

Forwarded to:

Honorable Langhorne M. Bond
Administrator
Federal Aviation Administration
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)
A-79-11

On September 2, 1978, an Antilles Air Boats, Inc., Grumman G-21A crashed near St. Thomas, Virgin Islands. During its investigation of that crash, the Safety Board discovered that several aircraft logbook pages, which included entries for the day of the accident and for previous days, were missing from the maintenance logbook. Later, the Safety Board determined that the aircraft had been flown more than 20 flight hours beyond a scheduled inspection and that some logbook pages had been falsified and had been presented as actual pages to FAA inspectors. The Safety Board could not determine precisely how many of these logbook sheets were missing. We believe that steps should be taken to reduce the likelihood of such occurrences.

Although currently there is no requirement in the Federal Aviation Regulations that aircraft maintenance logbook pages be consecutively numbered, many air carrier operators, air taxi operators, and commercial operators voluntarily number their aircraft logbook pages consecutively. More widespread use of this practice would not only assist operators in maintaining logbook continuity, but would also make it easier to determine whether any pages were missing or falsified. Thus, such a practice could assist operators in complying with certain recordkeeping requirements and also could enhance the FAA's surveillance and enforcement efforts and the Safety Board's accident investigation and prevention efforts.

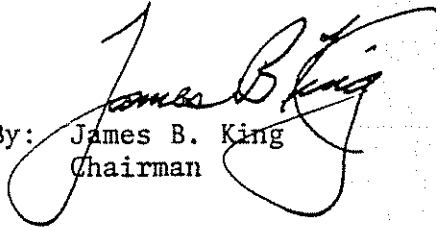
Accordingly, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Honorable Langhorne M. Bond

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Require that all aircraft maintenance logbook sheets
be numbered consecutively. (Class II--Priority Action)
(A-79-11).

KING, Chairman, DRIVER, Vice Chairman, McADAMS and HOGUE, Members,
concurred in the above recommendation.


By: James B. King
Chairman