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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 52 pages. Original publisher: Washington, D. C. : National Transportation Safety Board, 2006 OCLC Number: (OCoLC)312395517 Subject: Transportation -- United States -- Safety measures. Excerpt: . . . Lessons Learned and Lives Saved airport. The Safety Boards investigation discovered improper assembly of the main landing gear torque link, and shimmy damper assembly, as well as shortcomings in the maintenance procedures and manual. Parts lubrication. Lubricant applications procedures, used for critical aircraft systems, have been tightened. Airlines are required to give the Federal Aviation Administration performance results and test data to make sure that any changes in lubricants or their use does not pose a potential hazard. Principal inspectors and aircraft certification offices must grant approval. These changes stem from the crash of an Alaska Airlines MD-83 into the Pacific Ocean off the coast of California in 2000, killing all 88 on board. The Safety Board said the accident was the result of an in-flight jackscrew assembly of a MD-83 is recovered from failure of the nut threads on the jackscrew assembly for the horizontal the Pacific Ocean in 2000. stabilizer trim system. The failure was caused by excessive wear because of the airlines insufficient lubrication of the jackscrew assembly, its extended lubrication interval, and the governments approval of the extension. Rotating engine parts. Major improvements have been made in inspection techniques, practices, and requirements and more stringent regulations have been established for both Federal Aviation Administration inspectors and mechanics who work on and repair high-energy rotating parts of gas turbine engines that power large aircraft. This includes revised training courses for FAA inspectors to better analyze an airlines performance in correctly inspecting and repairing engines. In Pensacola, Florida, two passengers were killed in 1996 when a Delta Air...

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