UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 41- 17
Effective: May 1, 1948
Adopted: March 29, 1948

FLIGHT RECORDERS FOR SCHEDULED AIR CARRIER OPERATIONS

Section 41.24 of the Civil Air Regulations requires that after June 30, 1948, all aircraft operated in scheduled air transportation shall be equipped with flight recorders.

The purpose of this amendment is to permit scheduled air carriers to operate aircraft of less than 10,000 pounds maximum authorized take-off weight in passenger and cargo service without installing flight recorders.

Investigation has shown that the construction of aircraft of less than 10,000 pounds maximum authorized take-off weight does not provide adequate protection for this delicate equipment in the event of a severe crash. The weight penalty on the smaller aircraft in relation to the useful load is more severe than on the larger types of transport aircraft. The majority of lighter aircraft are used in day VFR operations and generally are flown for short distances at low altitudes. The value of a flight recorder in the investigation of accidents involving these aircraft is not significant.

For the reasons stated above notice and public procedure hereon are unnecessary.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 41 of the Civil Air Regulations (14 CFR, Part 41, as amended) effective May 1, 1948:

By amending § 41.24 to read as follows:

41.24 Flight recorder. No aircraft of 10,000 pounds or more maximum authorized take-off weight shall be operated in scheduled air transportation after June 30, 1948, unless it is equipped with instrumentation to record continuously during flight the altitude of the aircraft and the vertical accelerations to which the aircraft may be subjected, the values of both

these items to be recorded against a time scale of at least 2 inches to the hour. The recording device shall be substantially protected from jarring and from the effects of fire and shall be located as far back in the fuselage as practicable, in any case at least aft of the most rearward bulkhead.

(Secs. 205 (a), 601, 604, 52 Stat. 984, 1007, 1010; 49 U.S.C. 425 (a), 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

(SEAL)

M. C. Mulligan
Secretary

Part 41 last printed May 1, 1946.