

APPENDIX II



Airworthiness Concern Sheet

Date: 12/10/04

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Make, Model, Series, Serial No.: Beech Models 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B) airplanes, all serial numbers, certificated in any category

Reason for Airworthiness Concern: The FAA is investigating factors that possibly contributed to a fatal accident of a T-34A airplane on December 7, 2004, near Montgomery, Texas.

FAA Description of Airworthiness Concern (Who, What, Where, When, How? Attachments: RA and appropriate data) *and* **Request for Information** (Proposed Alternate Inspection/Repair Procedures, **Cost Impact**, Etc. Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns.):

On December 7, 2004, a T34A, N141SW, S/N G-13, operated by Texas Air Aces crashed near Montgomery, Texas. The left wing separated from the airplane in flight. The wing was found about a quarter mile away from the crash site.

The left wing center section failed approximately four (4) inches inboard of the forward spar wing attach fitting. Visual evidence of fatigue was found at this location as well as other areas not previously addressed by either A.D. 2001-13-18 R1 or one of the four (4) alternative methods of compliance (AMOC's) to this A.D. Cracks formed in the wings and other structural members could result in structural failure in flight with subsequent loss of control of the airplane.

The FAA is requesting assistance from industry type club organizations, owners/operators and the manufacturer to help in the long-term airworthiness solution for the safety and continued airworthiness of these airplanes. Information by airplane, is requested as follows:

1. Model, serial number, total hours, time-in-service (TIS).
2. Other modifications (such as engine changes).
3. Type and frequency of Inspection Program. (Results of inspections)
4. Type of operation and number of hours.
5. Replacement/repair history of airplane structural members for other than accident/incident damage. (Frequency, reason for replacement/repair etc.)
6. History of replacement/repair parts that were replaced/repared due to age, corrosion, wear, overload or possibly fatigue.
7. Any special inspections and frequency that you have learned of/developed over the years.
8. Your recommended inspections or modifications to restore or continue airworthy conditions.

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Attachments: *SDR(s) *A/IDS *SL(s) *SAIB *FAASR/*NTSBSR *AD *AMOC *RA

Notification: FAA *AOPA *EAA Type Club *TC Holder Other: T-34 AMOC Holder

Response Requested By: 1/10/05 Emergency (10 days) Alert (30 days) Information (90 days)
(Space Bar Adds "X" to Check Boxes)

*Service Difficulty Reports (SDRs); Accident/Incident Data System (A/IDS); Service Letter (SL); Special Airworthiness Information Bulletin (SAIB); Federal Aviation Administration (FAA)/National Transportation Safety Board (NTSB) Safety Recommendation (FAASR/NTSBSR); Airworthiness Directive (AD); Alternate Method of Compliance (AMOC); Risk Assessment (RA); Aircraft Owners & Pilots Association (AOPA); Experimental Aircraft Association (EAA); Type Certificate (TC)