

T-34 Airworthiness Questionnaire

12/20/2004

Following the crash of Texas Air Aces second T-34 on December 7, 2004, the FAA asked for input 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" via an Airworthiness Concern Sheet. The T-34 Association asked the FAA for permission to add to the list of questions, collect the information, and give the compiled results to the FAA. These requests were granted which resulted in the questionnaire on the following four pages.

This particular version of the questionnaire is intended to be printed, completed by pen or pencil, and returned via the US mail. If you would rather edit a document on your PC and email it, go back web page where you got this version of the questionnaire and click on the link for the version of the questionnaire that is intended for editing on your computer.

Please complete the questionnaire and send it via US mail (FedEx, UPS, or whatever) to:

T-34 Airworthiness Questionnaire
C/O Don Ramm
1113 Princesa Court
Chula Vista CA 91910-7961

Here is the complete text that appeared at the top of the FAA's Airworthiness Concern Sheet dated 12/10/04.

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Federal Aviation Administration, Wichita Aircraft Certification Office
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Make, Model, Series, Serial Number: 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: [The eight questions followed.]

There are 44 questions in this form. They include the original eight questions in the FAA's Airworthiness Concern Sheet and additional questions that the T-34 Association felt would be valuable.

T-34 Association Board of Directors

(No need to mail this page back -- only the next 4 pages.)

T-34 AIRWORTHINESS QUESTIONNAIRE

12/20/2004 -- Mail to T-34 Airworthiness Questionnaire, C/O Don Ramm, 1113 Princesa Ct, Chula Vista CA 91910-7961

OWNER INFORMATION

1. Name:

2. Address:

3. Phone Number:

4. Email Address:

AIRCRAFT INFORMATION

5. Model:

6. Registration #:

7. Serial Number:

8. Total Time:

For question number 9: According to the Electronic Code of Federal Regulations, Title 14: Aeronautics and Space, Part 1 — Definitions and Abbreviations, Section 1.1, Time in service, with respect to maintenance time records, means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

9. Time-in-service:

10. Engine H/P:

11. Other modifications:

12. Owned Since:

AIRCRAFT USAGE

13. Average annual usage in hours since owned.

Circle "YES" or "NO" on the following questions.

14. Personal?

YES or NO

15. For Hire?	YES or NO
16. Training?	YES or NO
17. Aerobatic Training?	YES or NO
18. Air combat?	YES or NO
19. Pipe Line Patrol?	YES or NO
20. Performing at Air Shows?	YES or NO
21. Describe what you do in #20.	
22. Other?	YES or NO
23. Describe what you do in #21.	
24. How often do you perform aerobatic manuevers?	FREQUENTLY or SELDOM or NEVER
AIRCRAFT MAINTENANCE	
You may want to consult you maintenance facility for help with answering #25 - 28.	
25. Is your airplane airworthy?	YES or NO
Type of inspection(s) performed:	
26. 100 hour inspections?	YES or NO
27. Annual Inspections?	YES or NO
28. Progressive?	YES or NO
AD 2001-13-18 R1	
29. Is your aircraft is in compliance with AD 2001-13-18 R1?	YES or NO
If YES, which method?	
30. Raytheon Service Bulletin?	YES or NO
31. T-34 Doubler Plate (T-34 Spar Corp)?	YES or NO
32. Used Baron Spar (Nogle and Black)?	YES or NO
33. New Spars (Nogle and Black)?	YES or NO
34. Parks Industries Spar Mod?	YES or NO
35. Saunders Spar Strap?	YES or NO
CENTER SECTION	

36. Does your aircraft have any known cracks in the center section?	YES or NO
Consult T-34 Structural Repair manual for details to answer #37.	
37. If YES, have they been repaired with doubler plates?	YES or NO or NOT SURE
HORIZONTAL STABILIZER INSPECTION, AD 1962-24-01	
38. Date last completed:	
39. Hours last completed:	
40. Hours when next due:	
MAJOR REPAIRS/REPLACEMENTS	
Examine log books, work orders, and FAA Form 337s to find information for question #41.	
41. Describe in detail any major repairs/replacement due to age, corrosion, wear, overload, or fatigue years (Answer in the space below. If you need more room, attach another page and number your response with #41.):	
SPECIAL INSPECTIONS	
42. Please describe any special inspections and frequency that you have learned of/developed over the years (Answer in the space below. If you need more room, attach another page and number your response with #42.):	

CONTINUED AIRWORTHINESS

43. List your recommended inspections or modifications to restore or continue airworthiness of the T-34 Fleet. (Answer in the space below. If you need more room, attach another page and number your response with #43.)

44. Do you have any other comments relative to the continued airworthiness of the T-34? (Answer in the space below. If you need more room, attach another page and number your response with #44.)