



APPENDIX II

Airworthiness

FAA Concern Sheet

(Initiated by FAA Office)

Date: 05/07/2007

Make, Model, Series, Serial No.: Raytheon Beech 45 (YT-34),
A45 (T-34A), D45 (T-34B)

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Federal Aviation Administration
Department of Transportation
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Reason for Airworthiness Concern: FAA received a report regarding a crack in the front spar upper wing root fitting. The crack in the fitting is determined to be a crack due structural fatigue.

FAA Description of Airworthiness Concern

Please see the description in the attached letter in the next page.

Comments:

FAA requests your comments.

Notification:

Please make your comments pertaining only to this Airworthiness Concern Sheet.

To:

T-34 Association, T-34 Spar Corporation, Parks Industries, Black & Nogle Aviation Incorporated, AviaDesign Inc., Raytheon Aircraft Company, ACE 113 Small Airplane Directorate:.

Subject: Airworthiness Concern Sheet concerning Raytheon T-34 wing-Front Spar root upper fitting crack.

FAA has received a report indicating that a crack was found in the front spar upper wing root fitting P/N 45-115026 of T-34A. This crack was found during a visual inspection of the spar removed from the airplane. The fitting was subjected to metallurgical evaluation that confirmed the crack as a structural fatigue crack.

No cracks were previously found in this fitting. FAA wants to closely monitor for further instances of cracks in this fitting. Therefore, we recommend the owners, operators and maintenance technicians to visually examine these fittings for cracks during scheduled inspections. If cracks are found, you may confirm the crack, by any other method of inspection. We are aware that these fittings are not easily accessible for visual inspection. However, if the wings are removed for any reason from the airplane, these fittings can be easily examined. The T-34 Repair and Maintenance facilities should make every effort to examine this spar fitting, if they have the wings that are already removed for any reason from the airplane or when a removal of the wing is required for some modification or repair. If cracks are found in the fitting, please report to the contact point given at the top of this ACS.

The ACS is intended for Federal Aviation Administration (FAA) Aircraft Certification Office (ACO) Safety Engineers to convey known airworthiness (A/W) concerns to aircraft owner/operators through Associations and Type Clubs. We request that you distribute this A/W concern to your membership for comments on **technical** and **economic impact**.

Please provide your comments to this office by 08/10/2007. If you have any questions, please contact T.N. Baktha at (316) 946-4155, or email to: t.n.baktha@faa.gov

<p>Attachments: *SDR(s) <input type="checkbox"/> *A/IDS <input type="checkbox"/> *SL(s) <input type="checkbox"/> *SAIB <input type="checkbox"/> *FAASR/*NTSBSR <input type="checkbox"/> *AD <input type="checkbox"/> *AMOC <input type="checkbox"/> *RA <input type="checkbox"/></p> <p>Notification: FAA X *AOPA *EAA Type Club <input type="checkbox"/> *TC Holder X <input type="checkbox"/> Other: T-34 Association X</p> <p>Response Date Requested _08/10/07_: Emergency (10 days) <input type="checkbox"/> Alert (30 days) Information (90 days) X <input type="checkbox"/></p> <p>(Space Bar Adds "X" to Check Boxes)</p>
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