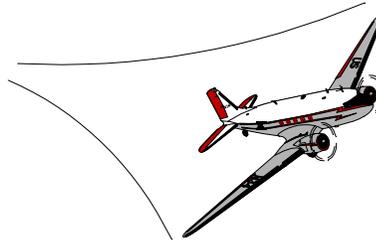


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
of Transportation
**Federal Aviation
Administration**

No. CE-00-09
November 30, 1999

SAIB's are posted on the internet at <http://av-info.faa.gov>

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

Introduction:

The purpose of this Special Airworthiness Information Bulletin is to advise Flight Standards Inspectors and others that Raytheon (Beech) Model T-34A, T-34B and YT-34 (type certificate 5A3) airplanes being imported into the United States may not be in compliance with type design.

Background:

The FAA received a report of an in-flight separation of the right wing on a Raytheon Beech Model A45 (T-34A) airplane. Examination of the right wing revealed structural fatigue cracks at several of the fracture surfaces. Although it did not separate from the airplane, the left wing also showed structural fatigue cracks at several locations. The FAA issued Priority Letter Airworthiness Directive (AD) 99-12-02, imposing operational limitations on Raytheon (Beech) Models 45 (YT-34), A45, B45 (T-34A) and D45 (T-34B) airplanes. During the investigation of this problem, the FAA became aware that some T-34 airplanes might be eligible for import into the United States from overseas sources.

Over the years various T-34 series airplanes were exported for military purposes. Those airplanes may have been modified for combat and special mission operations and may no longer conform to type design.

Also, foreign military operations may have involved maintenance and operations that compromised the structural integrity of those airplanes to the point that airworthiness of such airplanes is suspect.

Modifications involving mounting provisions for external stores are unapproved changes to the design of the airplanes, and those airplanes are not in conformity with type design. Additionally, such modifications may make those airplanes unairworthy.

The modifications might include (but are not limited to) any of the following:

- Additional holes in the wing, or wing spars, to allow wing pylons or racks to hold military stores.
- Additional holes in airplane structure for wiring provisions.
- Repairs done to correct under strength conditions resulting from the additions of mounting provisions.

All these airplanes are subject to the provisions of AD 99-12-02.

For Further Information Contact:

FAA, Wichita ACO, Ron Rathgeber, Associate Manager, Airframe & Services Branch, (ACE-118W), 1801 Airport Road, Room 100, Wichita, Kansas, 67209; telephone: (316) 946-4102; fax: (316) 946-4407; email: ron.rathgeber@faa.gov.