

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: April 16, 1971

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD
at its office in Washington, D. C.
on the 31st day of March, 1971.

FORWARDED TO:)
Honorable John H. Shaffer)
Administrator)
Federal Aviation Administration)
Department of Transportation)
Washington, D. C. 20590)

SAFETY RECOMMENDATION A-71-20 & 21

In the course of the National Transportation Safety Board's investigation of an accident involving a Nardi Siai Marchetti, Model FN-333, near Shelton, Connecticut, on August 30, 1970, extensive corrosion was found on the forward lower side of the left and the right tail boom attach fittings. The corrosion apparently resulted from the accumulation of water on the forward side of the fittings.

The corrosion damage is not considered to be a factor in the accident; however, the tail boom attach joint fittings are critical load transfer points.

Therefore, the Safety Board recommends that the Federal Aviation Administration:

1. Take appropriate action to inspect all aircraft of this type and model for evidence of water accumulation and/or corrosion in the tail boom attach joint fitting area.
2. Prescribe corrective measures to preclude water from accumulating in this critical structural area.

Details of this accident have been discussed with personnel of your Flight Standards Service. Personnel of our Bureau of Aviation Safety will be pleased to provide any further information or assistance that might be considered desirable in respect to this matter.

These recommendations will be released to the public on the issue date shown above. No public dissemination of the contents of this document should be made prior to that date.

Reed, Chairman; Laurel, McAdams, Thayer and Burgess, Members, concurred in the above recommendations.

A handwritten signature in cursive script that reads "Oscar M. Laurel".

By: Oscar M. Laurel
Acting Chairman