



December 15, 2024

Mr. Chance Duvail
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Suite 300
Overland Park, KS 66211
USA

Sent via email: cduvail@flyairshare.com

Subject: Bombardier BD-100- 1A10 (Challenger 300) Aircraft S/N 20428 (the "Aircraft")

Mr. Duvail,

This letter makes reference to the Aircraft which was involved in an in-flight upset while enroute from Dillant/Hopkins Airport (EEN), Keene, New Hampshire on March 3, 2023 (the "**Event**"). The Event was investigated by the National Transport Safety Board (NTSB), reference number ERA23LA135.

Our Engineering team did a preliminary analysis with the available Flight Data Recorder (FDR) data that indicates the wing loads exceeded the design limit load by up to 20%. This exceedance occurred during the -2.3 g normal acceleration at 15:44:10 (Ref. NTSB ERA2LA135, Aviation Investigation Final Report, Figure 1 on page 11 of 27). This Figure 1 also shows the FDR stopped recording at 15:44:11, after which no further data is available.

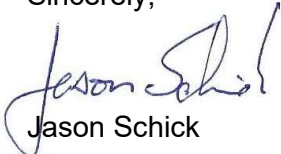
Subsequent stall warnings were heard on the Cockpit Voice Recorder (CVR) at 15:44:12.0 and 15:44:13.8 (Ref. NTSB ERA2LA135, Cockpit Voice Recorder Group Chair's Factual Report, page 38 of 51). The loads experienced during the recovery from this subsequent stall cannot be determined and given the high pitch up attitude at the initiation of the second event, may well have exceeded the initial upset.

After consultation with our Engineering team, due to the lack of complete FDR data, we are unable to accurately determine the maximum loads during the Event. It has therefore been concluded that we cannot determine if the airframe structure of the Aircraft can be restored to an airworthy state.

As a result, Bombardier cannot provide any further support regarding the Aircraft, including but not limited to, any technical data, approved engineering data, ferry flight support and/or assessment of repairability of Bombardier airframe and flight control surface parts on the Aircraft.

Please feel free to communicate any questions or concerns with the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason Schick". The signature is stylized with a large, sweeping initial "J" and a long, horizontal stroke extending to the right.

Jason Schick

Sr. Director, Technical Services, Publications and Training