



Airworthiness Concern Sheet

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Make, Model, Series, Serial No.: Cessna Model 150, A150, 152, A152.

Reason for Airworthiness Concern: The number of Service Difficulty Reports (SDR) regarding cracks in the vertical tail attachment bracket on Cessna 150/152 airplanes has escalated in the past few years.

FAA Description of Airworthiness Concern

As reported in Ref. 1 and 2, the FAA has become aware that maintenance technicians are finding cracks in the vertical fin attachment bracket (P/N 0432004-1 and 0432004-9) in Cessna 150/152 series airplanes. The number of SDRs has risen from 4 in the 1970's to 6 in the 1980's to 12 in the 1990's. So far, in the 2000's the number is 12. Also, in the same area, cracks and corrosion have been found in P/N 04310093 and 04311481 (A total of 40 SDR have been reported). These are the fittings that attach the vertical tail to 0432004. In addition, cracks in both the stabilizer spar (P/N 0432001-56) and its reinforcement (P/N 0432001-15) are being reported. The vertical fin attachment is attached to this spar and reinforcement. If these cracks are allowed to go undetected, the vertical and/or horizontal tail assembly could possibly separate from the airplane.

The FAA proposes to mandate inspections of these parts initially within 100 hours of time in service and every 1000 hours of time in service thereafter or as specified in the Cessna Service Bulletin that is being written. (Enclosures include the Initial Risk Assessment Evaluation Chart (IRAEC), and a schematic of the Vertical Fin Attachment with nearby parts.)

References:

- (1) FAA AC 43-16A, pages 6 and 7, dated October 2000
- (2) Transport Canada Service Difficulty Advisory No. AV-2000-06, dated December 6, 2000

Comments

The FAA requests your comments.

Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns.

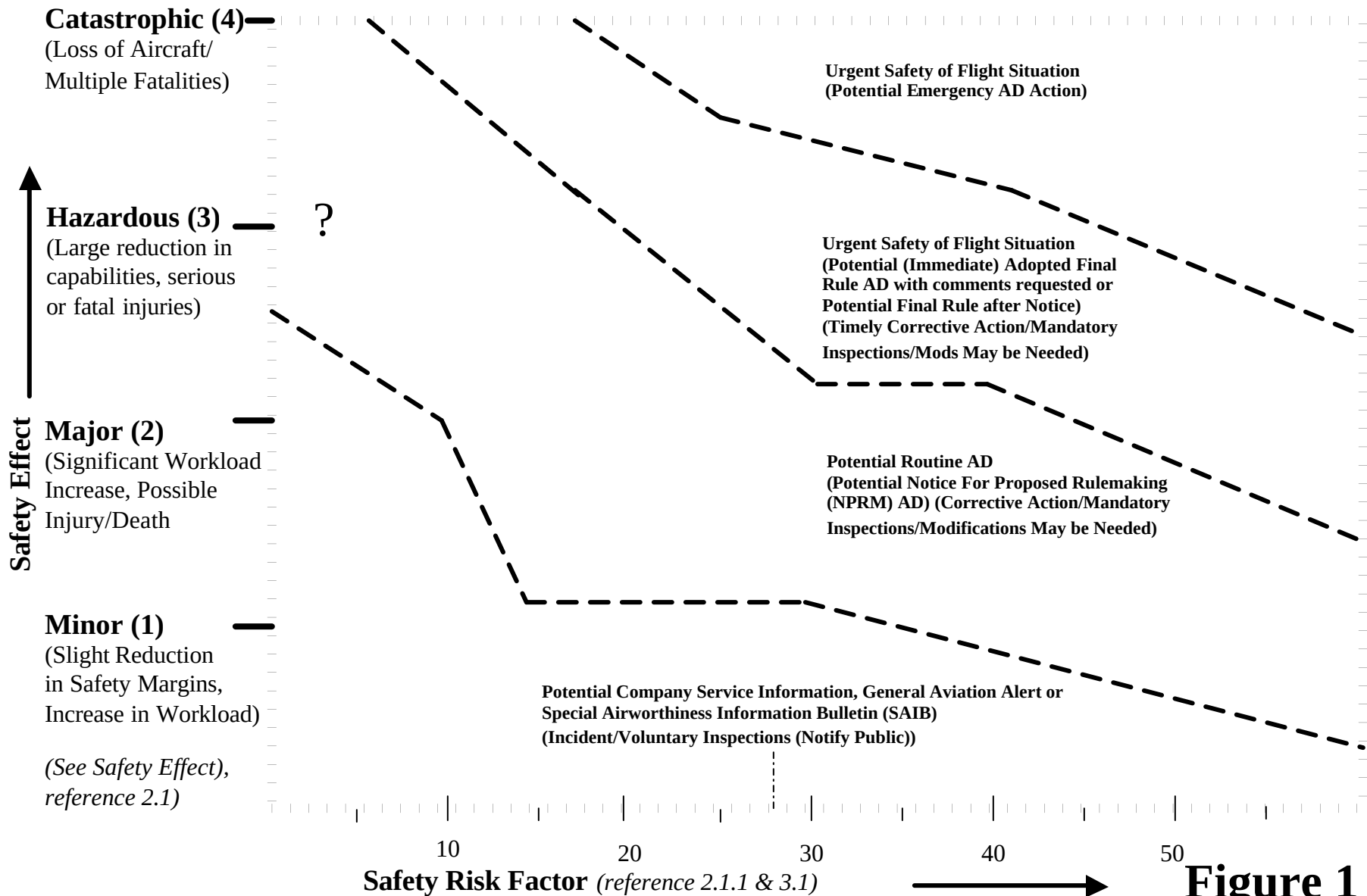
Attachments: *SDR(s) ☐ *A/IDS ☐ *SL(s) ☐ *SAIB ☐ *FAASR/*NTSBSR ☐ *AD ☒ *AMOC ☐ *RA ☐

Notification: FAA ☐ *AOPA ☒ *EAA ☒ Type Club ☒ *TC Holder ☐ Other: ☐

Response Requested 10/22/03: Emergency (10 days) ☐ Alert (30 days) ☒ Information (90 days) ☐
(Space Bar Adds "X" to Check Boxes)

*Service Difficulty Reports (SDRs); Accident/Incident Data System (A/IDS); Service Letter (SL); Special Airworthiness Information Bulletin (SAIB); Federal Aviation Administration (FAA)/National Transportation Safety Board (NTSB) Safety Recommendation (FAASR/NTSBSR); Airworthiness Directive (AD); Alternate Method of Compliance (AMOC); Risk Assessment (RA); Aircraft Owners & Pilots Association (AOPA); Experimental Aircraft Association (EAA); Type Certificate (TC)

Initial Risk Assessment Evaluation Chart (IRAEC)



Note: This chart is not intended to mandate A/W corrective actions, but is intended to supplement the decision-making process.