



U.S. Department
of Transportation

Federal Aviation
Administration

Airworthiness Concern Sheet

Date: **FEB 08 2017**

**Reply to:**

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Make: Cessna Aircraft Company

Model / Series: 172/175/182/205/206/207 and 210 wing strutted airplanes

Serial Numbers: Refer to attached table or Cessna SIDs

Reason for Airworthiness Concern:

Cracks reported in the lower forward cabin doorpost that supports the wing strut

Federal Aviation Administration (FAA) Description of Airworthiness Concern

An airworthiness concern was identified during inspection of a fleet of Cessna 207 airplanes. During the inspections, an operator found cracks in the lower forward cabin doorpost, in the proximity of the wing strut attach fitting, on several airplanes. Review of Service Difficulty Reports (SDRs) identified similar reports on additional Cessna models that share common design features.

To do a visual inspection of the lower doorpost for cracks requires removal of the upholstery, heater ducts and floorboard inspection covers. Eddy current inspections may be required if a crack is suspected. Please see appropriate Supplemental Inspection Documents (SIDs) shown in the enclosed table. In addition, Textron has issued service bulletins as shown in the table.

The airworthiness concern is that wing deformations as a result of the cracks may change flight characteristics such as stalls. Although not as likely, excessive cracking may cause the wing strut to lose its support at the doorpost that could result in the wing separation. Risk analyses indicate "high risk" when cracks develop.

Request for Information (For example: Proposed alternate inspection or repair procedures, cost impact, etc. Your comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments or concerns.)

The FAA is interested in receiving current flight hours on Cessna 172/175/182/205/206/207 and 210 wing-strutted airplanes, and the results of inspections outlined in the Cessna SIDs. See the Cessna SIDs identified in the enclosed table for the airplane model and manufacture year of interest.

We are also interested in receiving feedback related to the ease and time required to complete these inspections.

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (SAIB), or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type club comments.

Attachments:

- ☐ Service Difficulty Report
- ☐ Accident/Incident Data System
- ☒ Service Letter / Bulletin
- ☐ Special Airworthiness Information Bulletin
- ☐ Federal Aviation Administration or National Transportation Safety Board Safety Recommendation
- ☐ Airworthiness Directive
- ☐ Alternate Means of Compliance
- ☐ Risk Analysis

Transmittal:

- ☒ Federal Aviation Administration
- ☒ Airplane Owners and Pilots Association
- ☒ Experimental Aircraft Association
- ☒ Type Club
- ☒ Type Certificate Holder
- ☒ Other:

Response Requested By:

- ☐ Emergency (10 days)
- ☐ Alert (30 days)
- ☒ Information (90 days)

Attachment to FAA Airworthiness Concern Sheet dated February 8, 2017

Lower Forward Cabin Doorpost Cracks

The following are the Cessna SIDs and Service Bulletins that address this concern.

Model-Series Service Man. (Years)	SID Number	Affected Models	Manual Revision	SID Date	Service Bulletin
100 (1953-62)	53-12-02	182E	1	12/1/11	SEB95-19
100 (1953-62)	53-12-01	175, 175A, 175B, 175C	1	12/1/11	None
100 (1963-68)	53-12-02	182F thru 182L, A182	1	12/1/11	SEB95-19
182 (1969-76)	53-12-01	182M thru 182P, A182, F182P	4	12/1/11	SEB95-19
182 (1977-86)	53-12-01	182Q thru 182R , F182Q	3	12/1/11	SEB95-19
R182/TR182 (1976- 86)	53-12-01	R182, FR182	3	12/1/11	SEB95-19
172 (1977-86)	53-12-01	172N (1980), 172P (all), F172N (1980), F172P (all)	3	12/1/11	SEB95-19
R172 (1977-81)	53-12-01	R172K (1980-81), FR172K (1980-81)	1	12/1/11	SEB95-19
172RG (1980-85)	53-12-02	172RG (all)	1	12/1/11	SEB95-19
200 (1960-65)	53-12-02	205,205A, 210B, 210C, 210D, 210E, U206, P206, P206A	Original	8/1/11	SEB93-5 R1 SEB95-19
200 (1966-68)	53-12-02	U206A, TU206A, U206B, TU206B, U206C, TU206C, P206A, TP206A, P206B, TP206B, P206C, TP206C	2	8/1/11	SEB93-5 R1 SEB95-19
206 (1969-76)	53-12-01	U206D, TU206D, U206E, TU206E, U206F, TU206F, P206D, TP206D, P206E, TP206E	3	8/1/11	SEB93-5 R1
206 (1977-86)	53-12-01	U206G, TU206G	3	8/1/11	SEB93-5 R1
207 (1969-84)	53-12-01	207, T207, 207A, T207A	1	8/1/11	SEB93-5 R1