



FAA

Airworthiness Concern Sheet

Date: December 15, 2008
Revised: December 23, 2008

Della Swartz
Aerospace Engineer
Anchorage Aircraft Certification Office
ACE-115N
222 West 7th Ave, Unit 14
Anchorage, AK 99502
907-271-2672
della.swartz@faa.gov

Make, Model, Series, Serial No.: Rogers (Aeronca) 15AC Series Sedan, all serial numbers
Reason for Airworthiness Concern: Intergranular corrosion on spar cap angles, both wings.

FAA Description of Airworthiness Concern

The FAA has noted a recurring corrosion concern on the spar cap angles on both wings on Rogers (Aeronca) 15AC Series Sedan aircraft. Corrosion has been found on a visual inspection of a damaged wing (in a normally inaccessible location), noted on a Service Difficulty Report, and the Type Certificate holder has noticed an increase in spar replacements. Limited access prohibits a full internal inspection of the wings for corrosion. The type certificate holder has developed a draft service bulletin that provides supplemental inspection procedures based on his experience with this problem. The type certificate holder has distributed spar cap angles for approximately 34 wings, and estimates that 90-95% of the replacement cap angles were used to replace corroded ones.

Comments

Please send any comments, concerns, or suggestions you may have to the address above. Please include your airplane's Time-in-Service (TIS) and the specific location of any corrosion found. We are also interested in possible inspection methods. Some ideas include installing inspection access holes or using a boroscope.

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

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owner/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 an AD action or an 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 clubs comments.

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

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

Response Requested 03/01/09: 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)