FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: 2025-11
SUBJ: RUDDER CONTROL SYSTEM **Date:** December 22, 2025

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) informs owners and operators of an airworthiness concern for **Textron Aviation Inc. (formerly Cessna Aircraft Company) Model 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FRA150L, FA150M, FRA150M, 152, A152, F152, and FA152 airplanes**. This SAIB recommends inspecting, repairing, and treating, the structure on airplanes with rudder stop modification service kit SK152-24B (and previous versions) or SK152-25B (and previous versions). At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Although not validated in the United States, Dirección Nacional de Fabricaciones e Investigaciones Aeronáuticas (DINFIA) Model A-150 airplanes, which are of similar design but manufactured in Argentina, are also affected by this airworthiness concern.

Background

In January 2019, Textron Aviation notified the FAA of an in-flight failure of the rudder horn on a Cessna Model 152 airplane. This rudder horn failure resulted in a complete loss of rudder control and the airplane landed safely. Investigation revealed that the failure was caused by dissimilar metal corrosion between the aluminum rudder horn and 301 ¼ hard steel bumpers. The steel bumpers were installed via service kits SK152-24B (and previous versions) or SK152-25B (and previous versions). Airworthiness Directive (AD) 2009-10-09 R2, issued on August 11, 2011 (correction issued November 2, 2011), required either a prohibition of acrobatic maneuvers or incorporation of the 301 ¼ hard steel bumpers and associated rudder stop hardware. AD 2009-10-09 R2 aimed to prevent the rudder from traveling past its normal limit, as operating beyond this range could result in contact between the rudder and elevator, posing significant safety risks.

In response to the 2019 failure, Textron released the following documents which revise the corrosion protection procedure and include other instructions as described:

- SEB01-1R2 - Cessna Single Engine Service Bulletin SEB01-1, Revision 2, dated September 17, 2020, which specifies new rudder stop installation service kits SK152-24C and SK152-25C.
    - SK152-24C - Textron Single Engine Mandatory Service Kit SK152-24C, dated September 17, 2020, rudder stop installation service kits for aircraft with a sheet metal bulkhead.
    - SK152-25C - Textron Single Engine Mandatory Service Kit SK152-25C, dated September 17, 2020, rudder stop installation service kits for aircraft with a forged bulkhead.
- SEL-27-02R1 - Textron Aviation Mandatory Service Letter SEL-27-02, Revision 1, dated October 7, 2020, which specifies inspecting the rudder horn for corrosion and, depending on the results, either repairing or replacing the rudder horn.

Additional reports of dissimilar metal corrosion in this location have been reported. On November 13, 2020, the FAA approved a Global Alternative Method of Compliance (AMOC) approving the use of SEB01-1R2, SK152-24C, and SK152-25C for meeting the compliance requirements of AD 2009-10-09 R2.

Recommendations

The FAA recommends that owners and operators of the airplane models listed above:

- Inspect the rudder horn for corrosion and cracked, bubbled, or peeling paint as specified in SEL-27-02R1.
- Replace or repair any rudder horn that has light, moderate, or severe corrosion, as defined in SEL-27-02-R1.
- Reassemble with corrosion resistant sealant and corrosion inhibiting compound as specified in SEL-27-02R1.
- Email any findings of corrosion or damage of the installed service kit or surrounding structure to: ccb-cos@faa.gov.

Paperwork Reduction Act Burden Statement

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For Further Information Contact

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For Related Service Information Contact

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