



U.S. Department
of Transportation

Federal
Aviation
Administration

Airworthiness Concern Sheet

Date: May 8, 2026

<p>Reply to: Name: Margot Perez Sosa Title: Aviation Safety Engineer Office: AIR-762 Street Address: 1801 Airport Road Room 100 City, State, ZIP: Wichita, KS 67209 Telephone: 316-941-1287 Electronic Mail: margot.i.perez.sosa@faa.gov</p>	<p>Make: Textron Aviation Model / Series: 172, All Models Serial Numbers: All Reason for Airworthiness Concern: Tail skid bracket deformation leads to rudder jamming</p>
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Federal Aviation Administration (FAA) Description of Airworthiness Concern

The FAA was notified that a tail skid featuring a J-shaped, hook design as illustrated in Figure 1, manufactured by AirKit LLC under Part Number 16316, has been installed on an FAA type-certificated small airplane. This discovery was made following an incident on a Cessna 172 instructional flight in which the aircraft experienced a minor tail strike. During the strike, the tail skid bracket bent backward and upward, penetrated the rudder's bottom skin panel, and subsequently jammed the rudder. Although the pilot was able to recover without further incident, loss of flight controls may result in loss of control of the aircraft. Photographs of the failed tail skid bracket are shown in Figures 2 and 3.

The FAA is currently investigating the safety issue. However, through this ACS, the FAA is notifying the fleet of the airworthiness concern, reiterating that the AirKit LLC tail skid, Part Number 16316, is not eligible for installation on type-certified aircraft without further approval, and requesting further information as described below.

Request for Information

We request information from owners, operators, or maintainers about any known installations of the AirKit LLC tail skid component, Part Number 16316, on type-certified aircraft to more effectively evaluate, communicate, and address this safety concern. Information may include the make, model, and registration of the aircraft, as well as the circumstances and procedures used to install the part. Please also include any additional information that may be helpful to the investigation.

The FAA also requests that owners, operators, or maintainers submit reports on similar incidents and service difficulties involving any deformed tail skids with a J-shaped hook design, as illustrated in Figure 1, from any manufacturer installed on type-certified aircraft. Information may include the manufacturer of the skid, the part number, the make, model, and registration of the aircraft, the circumstances surrounding the incident, pictures of the skid, and any other information that may be helpful to the investigation.

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.

<p>Attachments:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Service Difficulty Report <input type="checkbox"/> Accident/Incident Data System <input type="checkbox"/> Service Letter / Bulletin <input type="checkbox"/> Special Airworthiness Information Bulletin <input type="checkbox"/> Federal Aviation Administration or National Transportation Safety Board Safety Recommendation <input type="checkbox"/> Airworthiness Directive <input type="checkbox"/> Alternate Means of Compliance <input type="checkbox"/> Risk Analysis 	<p>Transmittal:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Federal Aviation Administration <input checked="" type="checkbox"/> Airplane Owners and Pilots Association <input checked="" type="checkbox"/> Experimental Aircraft Association <input checked="" type="checkbox"/> Type Club <input checked="" type="checkbox"/> Type Certificate Holder <input checked="" type="checkbox"/> Other: 	<p>Response Requested By:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Emergency (10 days) <input checked="" type="checkbox"/> Alert (30 days) <input type="checkbox"/> Information (90 days)
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Figure 1. Tail Skid.



Figure 2. Cessna C172 Tail Skid side view after incident.



Figure 3. Cessna C172 Tail Skid bottom view after incident.

