

Cessna 208B, Corroded Flap Bell Crank Bolts, ATA 2750

(The following combines 20 separate submissions from the same mechanic on nine different registered aircraft over a period of approximately 3 months.)

A submitter writes, "During an inspection of the left wing on a Cessna 208B, maintenance personnel found the most outboard flap bell crank (P/N 2622091-1) frozen. The bolt was frozen to the bushing (P/N 82614-4-100N). This prevented the bolt from rotating inside the bushings that elongated the bolt hole through the mounting bracket (P/N 2622101-3). This provided sufficient play when the pilot selected the flap handle to the 'up' position, the cable would wrap around the bell crank, causing the cable tension to increase.

This also pushed the cable into the trailing edge rib inboard of the middle flap track (wing station 118.0) causing it to stretch and fray that finally required its replacement. The corrosion was so severe that during the process of removing the bell crank, the bolt head broke off."

The submitted part numbers were ranked as follows:

2622083-15 2 each

2622091-1 3 each

2622091-9 4 each

2622267-1 6 each

2622267-8 5 each

The repair person could not find anything in the CFR's mandating an owner/operator has to wait for an inspection/ maintenance requirement to lubricate an aircraft. Is the 208 an exception? Editor Note: Thanks for pointing out the obvious—if applied, a little lubrication can go a long way and prevent a myriad of problems.)

Part Total Time: Unknown