

Cessna: 177RG; Cracked Bulkhead Structure; ATA 5712

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(The following combines two similar reports from the same repair station technician. The second report references a 177B.)

"During a routine inspection, the mechanic found the bulkhead (P/N 1221062-8) cracked. He checked two additional Cardinals that happened to be in their shop and found one of them also had a similar crack. This section of the bulkhead is the attach structure for the lower attach angle for the inboard flap drive bell crank.

It is curious that the factory installed some extra reinforcement structure (a bracket) in this position in the L/H wing. There are even some pilot drill holes that were drilled at the factory in the rib and a heavy attach angle on the effected R/H side.

It would appear both L/H and R/H bell cranks would experience the same fore-aft forces by air loads on the flaps. (Therefore, why reinforce only one side? Is it possible the factory assembly line neglected to install an intended similar reinforcement on the R/H side?")

(Part total time for the second aircraft: 6,339.0 hours.

SDR returns two additional entries for this part number, three if you drop the last digit.)

Part Total Time: 4,336.0 hours.