



"TAKE YOUR CESSNA HOME  
FOR SERVICE AT THE SIGN  
OF THE CESSNA SHIELD"

# multi-engine SERVICE LETTER

MARKETING DIVISION • CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS 67201 • CABLE ADDRESS / CESSCO WICHITA

August 10, 1973

ME73-15

SUBJECT: INSPECTION AND REPLACEMENT OF SELF-LOCKING FASTENERS

AIRCRAFT AFFECTED: Models 310, 340, and 400 Series

REASON FOR LETTER:

As part of each periodic inspection, Service Manuals call for examination of all bolts and nuts for security and condition with emphasis on those used in critical areas such as wing and stabilizer attachment fittings, landing gear assemblies, and flight control systems.

For many years self-locking nuts have been used in a number of these areas without additional locking devices and have proven to be very satisfactory.

In more recent years, beginning with the introduction of the Model 340, self-locking nuts in some locations were replaced by the use of castellated nuts with cotter pins as the locking method. This design has also proven most reliable and permits reuse of the nuts whereas self-locking nuts may require replacement if subjected to removal and installation. The cotter pin also provides a visible means of determining security during inspection.

With even greater safety and reliability in mind, new production aircraft manufactured after mid-June, 1973 are being equipped with dual locking devices (self-locking castellated nuts with cotter pins) on removable fasteners used in primary and secondary flight control systems.

ACTION REQUIRED:

Periodic inspection of all fasteners for security and condition regardless of the locking method used, and the application of proper maintenance techniques are most important for extended service, reliability, and safety. Therefore, inspection of fasteners in critical areas should continue to be a part of every periodic inspection in accordance with the aircraft Service Manual.

In addition, if fasteners are removed for any reason, it is RECOMMENDED that replacement of existing fasteners on earlier in-service aircraft be accomplished by using the latest configurations (shown in the attached chart).

(Owner Notification System - No. 1)

\* \* \* \* \*

THE CESSNA AIRCRAFT COMPANY

THERE ARE MORE CESSNAS FLYING THAN ANY OTHER MAKE

## Definition

Primary Control Surfaces are the Aileron System, Elevator System and Rudder System. The system includes all cables, push-pull tubes, pulleys, bellcranks, surface attach points, etc.

Secondary Control Surfaces are the Aileron Trim System, Elevator Trim System and Rudder Trim System. The system includes all cables, push-pull tubes, surface attach points, etc.

When fasteners for the primary and secondary control systems are removed for any reason, replace the fasteners with bolts, nuts and cotter pins listed below. Bolt length must be the same length as the bolt previously removed.

### \*Fastener Application Chart

#### For 1/4" Machine Bolt Replacement Use:

AN4 Series Bolt (Drilled for Cotter Pin Installation)  
MS17825 (Thick Nut) or MS17826 (Thin Nut) Self Locking Castellated Series  
MS24665 Series Cotter Pin

#### For #10 Machine Bolt Replacement Use:

AN3 Series Bolt (Drilled for Cotter Pin Installation)  
MS17825 (Thick Nut) or MS17826 (Thin Nut) Self Locking Castellated Series  
MS24665 Series Cotter Pin

#### For #10 Clevis Bolt Replacement Use:

AN23 Series Bolt (Drilled for Cotter Pin Installation)  
MS17825 (Thick Nut) or MS17826 (Thin Nut) Self Locking Castellated Series  
MS24665 Series Cotter Pin

\*This Application Chart does not apply for any NAS Type Bolts