

American Champion Aircraft Corp.
Rochester, WI 53167

Service Letter: 425

Date: June 17, 2004

Title: Inspection of Brake Cotter Pin

Models: Bellanca/American Champion, 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC, all serial numbers equipped with toe brakes.

Description: Rudder pedal to brake master cylinder cotter key failures have been reported. This will allow release of the clevis pin and possible brake and rudder control system failure. Inspection of the cotter key and clevis pin will prevent failure. The inspection is particularly applicable to 7ECA models where tolerances are minimal between the cotter key and fuselage battery support.

The inspection procedures described herein are not intended to be a substitute for a properly performed 100 hour / annual inspection. Refer to Advisory Circular (AC) 43.13-1B: Acceptable Methods, Techniques, and Practices: Aircraft Inspection and Repair.

Inspection Interval: Inspect at every 100-hour / annual inspection

Procedure:

- 1) Inspect AN380-2-2 cotter key and MS20392-2C17 clevis pin at the rudder pedal to brake master cylinder attachment, replace if worn
- 2) Position clevis pin (head either outboard or inboard) to provide adequate clearance between cotter key, clevis pin, and fuselage structure.
- 3) Fully depress rudder pedal and operate brake, insure positive clearance of all brake and rudder components to firewall and fuselage structure. If clearance is not adequate, shorten both rudder cables. If clearance is not adequate and cables are fully shortened, this is evidence of excessive cable stretch. Replace rudder cables with new in accordance with applicable service manual.