

Continuing Airworthiness Notice 27-026

Guimbal Cabri G2 Helicopters – Cracked Pilot Cyclic Base

22 September 2023

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains information and guidance about an airworthiness concern that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All Guimbal Cabri G2 Helicopters.

Purpose:

The CAA has received a report from a maintenance provider of finding a significant crack in the cyclic base on the pilot side (RH) of a Cabri G2 helicopter. Refer to Figure 1 below for further details.

Background:

While carrying out Guimbal Mandatory Service Bulletin (MSB) 23-006A, engineers found a crack in the pilot cyclic base P/N G41-42-801 (IPC Ref. IPC4.3-00 Rev C Item 18).

The cracked part was removed from service pending installation of a serviceable replacement.

It is not clear if a specific event, or the aircraft age are contributing factors to the initiation of the crack.

Guimbal MSB 23-006A is not the subject of an Airworthiness Directive but is considered mandatory by the manufacturer. CAA will notify the manufacturer about this finding.

Recommendation

This finding highlights the importance of operators ensuring that they assess and give due consideration to following manufacturer service information.



Figure 1 Cracked Pilot Cyclic Base P/N G41-42-801