

Guimbal Cabri G2 Main Rotor Pitch Link Assembly Cracking

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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 non-regulatory information and guidance 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 purpose of this Continuing Airworthiness Notice (CAN) is to advise operators and maintainers of Guimbal Cabri G2 helicopters of a possible safety issue with the main rotor pitch link assemblies.

Note:

This CAN is re-issued at revision 1 to raise awareness of the instructions in Guimbal SB 21-006B. This SB provides inspections and preventative maintenance actions related to the safety concern identified in this CAN.

Background:

The CAA recently received a report from a New Zealand operator of a Guimbal Cabri G2 of finding cracks in all three main rotor pitch link assemblies (IPC Ref 4.1-02 #24 P/N G41-01-100). The cracks were found in the swaged end of each pitch link, running lengthwise to the rod. Refer to the photo below for further details. The CAA is in discussion with the manufacturer to further understand the likely cause of the cracks and to identify any necessary corrective actions.

Recommendation:

The CAA recommends that aircraft operators comply with the following:

1. When carrying out pre-flight inspections pay extra attention to the lower (swaged) end of the pitch link assemblies for any indication of corrosion, paint cracking, or surface anomalies. If any indications of cracks are identified, then a maintenance engineer should inspect the pitch link assemblies. If engineers identify any crack-like indications after referral, or during scheduled maintenance, they should further inspect the rods to determine if a crack is present.
2. Operators are advised to review the instructions in Guimbal SB 21-006B, which provides inspections and preventative maintenance actions related to main rotor pitch link assemblies.

If any cracking is found, please send details to CAA using Form CAA005D.

