



Airworthiness Directive

AD No.: 2016-0033

Issued: 24 February 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

HELICOPTERES GUIMBAL

Type/Model designation(s):

CABRI G2 helicopters

Effective Date: 09 March 2016

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0196 dated 02 September 2014.

ATA 71 – Powerplant – Engine Cooling Fan – Replacement / Inspection

Manufacturer(s):

Hélicoptères Guimbal

Applicability:

Cabri G2 helicopters, all manufacturer serial numbers.

Reason:

In July 2013, an in-flight engine shutdown (IFSD) was reported on a Cabri G2 helicopter, leading the pilot to a forced landing. Subsequent investigation revealed that the engine cooling fan had failed, which led to power shutdown as the fan damaged the scroll and pulled the mixture control cable. The cause of the cooling fan failure was a crack which had developed in the fan external ring, but the origin of the crack was not determined with certainty due to the bad state of the retrieved failed parts.

This condition, if not detected and corrected, could lead to other events of cooling fan failure and subsequent engine IFSD or damage to the engine installation, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Hélicoptères Guimbal (HG) issued Service Bulletin (SB) 13-021, providing instructions for inspection of the fan external ring to detect damage or cracking. HG also designed a new external ring with improved mechanical characteristics and a fail-safe



feature (glass fiber winding). HG SB 13-022 was issued to provide instructions for installation of this new external ring, part number (P/N) G52-00-101, on in-service helicopters. Helicopters S/N 1053 and from S/N 1055 onwards are equipped with the new external ring design in production (MOD 13-050).

Consequently, EASA issued AD 2014-0038 to require repetitive inspections of the engine cooling fan external ring P/N G52-01-200 or P/N G52-01-201 and replacement of the ring with the new design ring P/N G52-00-101 as terminating modification.

After that AD was issued, a second occurrence of in-flight engine shutdown was reported on an engine cooling fan modified as required by AD 2014-0038. The glass fiber winding of the new external ring maintained the integrity of the failed fan and no damage occurred to the helicopter. Analysis of the failed part identified that the crack had initiated on the cooling fan front flange, on areas of fretting near the screws fitting the flange on the engine starter ring gear.

Prompted by these findings, HG issued SB 14-018, providing instructions for inspection of the fan front flange to detect cracking. Consequently, EASA issued AD 2014-0196, retaining only the modification requirements of EASA AD 2014-0038, which was superseded, to require new repetitive inspections of the engine cooling fan front flange and, depending on findings, replacement of the cooling fan.

Since EASA AD 2014-0196 was issued, results of deeper analysis of the failed parts led to the conclusion that crack propagation depends mainly on engine start/stop (ESS) cycles. Therefore, an inspection interval expressed in such cycles has been defined by HG to take into account helicopters operated with a number of ESS cycles beyond the assumed figure established during type certification.

For the reasons described above, this AD retains the modification and inspection requirements of EASA AD 2014-0196, which is superseded, and requires repetitive inspections of the engine cooling fan front flange and, depending on findings, replacement of the cooling fan, pending the approval and availability of a new design for the part.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 3 months after 28 February 2014 [the effective date of EASA AD 2014-0038], modify the engine cooling fan P/N G52-00-000 by installing a new design external ring P/N G52-00-101 and by marking the cooling fan with new P/N G52-00-001 in accordance with the instructions of HG SB 13-022 issue B.
- (2) Within the compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 50 flight hours (FH) or 70 ESS cycles (see Note 1 of this AD), whichever occurs first, inspect the front flange of the engine cooling fan P/N G52-00-001 in accordance with the instructions of HG SB 14-018.



Table 1 – Initial Front Flange Inspection

FH and ESS cycles (accumulated by the helicopter, on the effective date of this AD)	Compliance Time
500 FH or more, for helicopters never inspected per HG SB 14-018	Within 50 FH after the effective date of this AD
500 FH or more, and ESS cycles accumulated since since last inspection per HG SB 14-018 are 70 or more, or are unknown	
500 FH or more, and less than 70 ESS cycles accumulated since since last inspection per HG SB 14-018	Within 50 FH or 70 ESS, whichever occurs first after the effective date of this AD
Less than 500 FH	Before exceeding 500 FH, or within 50 FH after the effective date of this AD, whichever occurs later

Note 1: A non-cumulative tolerance of 5 FH or 10 ESS cycles may be applied to the inspection interval as required by paragraph (2) of this AD.

- (3) If, during any inspection as required by paragraph (2) of this AD, any crack is found on the engine cooling fan front flange, before next flight, replace the affected engine cooling fan P/N G52-00-001 with a serviceable part in accordance with the instructions of HG SB 14-018.
- (4) Replacement of an engine cooling fan on a helicopter as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD for that helicopter.

Ref. Publications:

Hélicoptères Guimbal SB 13-022 issue B, dated 10 September 2013.

Hélicoptères Guimbal SB 14-018 issue D, dated 05 November 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 25 January 2016 as PAD 16-007 for consultation until 22 February 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. For any question concerning the technical content of the requirements in this AD, please contact: Hélicoptères Guimbal – Support, Aéroport d'Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France, Telephone: +33 (0) 4 42 39 10 88, Fax: +33 (0) 4 42 39 10 82, E-mail: support@guimbal.com.

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