



Safety Information Bulletin

Airworthiness

SIB No.: 2016-15

Issued: 30 September 2016

Subject: Improperly Crimped Spark Plugs

Ref. Publications:

Civil Aviation Authority of New Zealand (CAA-NZ), Continuing Airworthiness Notice (CAN) 74-002 dated 10 August 2016.

Hélicoptères Guimbal Service Bulletin (SB) 16-022 A, original issue dated 01 September 2016.

Applicability:

W24EMR-C spark plugs, known to be installed on, but not limited to, Hélicoptères Guimbal (HG) Cabri G2 helicopters, if equipped with Lycoming O-360-J2A engine modified by STC EASA.E.S.01001, currently EASA STC 10015311.

Description:

Following an in-flight engine fire on a Guimbal G2 helicopter, the New Zealand Transport Accident Investigation Commission determined that this event was likely due to an improperly crimped spark plug, W24EMR-C, the insulator of which appears to have been ejected. Consequently, CAA-NZ issued CAN 74-002, describing that event and providing recommended action(s).

Prompted by this event, HG issued SB 16-022 A to provide instructions for a spark plug crimp check, and, depending on findings, replacement with new plugs. The SB also recommends to check each new spark plug before installation.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

Recommendation(s):

EASA recommends operators to check all spark plugs W24EMR-C.

For HG Cabri G2 helicopters, this can be done in accordance with the instructions of Hélicoptères Guimbal SB 16-022 A.

Contact(s):

For further information, contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

For a copy of the HG SB, or technical assistance or advice, contact Hélicoptères Guimbal, Customer Support, Telephone: +33 (0)4 42 39 10 88, E-Mail: support@guimbal.com.

This is information only. Recommendations are not mandatory.

