



EASA Safety Information Bulletin

SIB No.: 2008-70
Issued: 30 July 2008

Subject: **Inoperative Cyclic Control Stick Guard Override Mechanism.**

Ref. Publication: Federal Aviation Administration (FAA) Special Airworthiness Information Bulletin (SAIB) SW-08-37 dated 22 July 2008; and Sikorsky Alert Service Bulletin (ASB) 76-67-51 Revision A dated 09 July 2008.

Description: FAA has published the referenced advisory document (attached as page 2 of this bulletin) to inform all owners and operators of Sikorsky S-76 helicopters of a report concerning the (cyclic control) stick guard.

After reviewing the available information, EASA concurs with the advisory and fully supports the FAA recommendations contained therein. This SIB is published to ensure that all owners and operators of affected aircraft, registered in European Union Member States or associated countries, are aware of these recommendations.

Please note that EASA has determined that the affected modification, defined as Keystone Helicopter Corporation Supplemental Type Certificate (STC) SR01140NY-D, has been certificated by the FAA and validated by EASA (under STC number EASA.IM.R.S.01231) for Model S-76C helicopters only. This SIB deviates from the FAA SAIB in that the SAIB refers to "S-76 series" helicopters, rather than the Model S-76C only.

Applicability: All Sikorsky S-76C helicopters registered in Europe, if modified in accordance with Keystone Helicopter Corporation STC EASA.IM.R.S.01231, corresponding to FAA STC SR01140NY-D.

Contact: For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA.
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FAA
Aircraft Certification Service

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: SW-08-37

Date: July 22, 2008

SUBJ: Inoperative Cyclic Control Stick Guard

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin you, owners and operators of Sikorsky Aircraft Corporation (Sikorsky) Model S-76 series helicopters, equipped with an optionally installed cyclic control stick guard (stick guard), part number (P/N) 03076-10M001 (Sikorsky P/N 76088-40001, Keystone Supplemental Type Certificate No. SR01140NY-D), of a report concerning the stick guard.

Background

We have recently learned of a recent incident where a flight crew had inadvertently failed to stow the stick guard and upon takeoff resulted in interference in the forward movement of the cyclic stick. The spring override mechanism was found to be inoperative. A check of other helicopters in the incident operator's fleet that were also equipped with the stick guard revealed additional examples of inoperative override mechanisms. Sikorsky and Keystone are reviewing the malfunction information to determine the cause of these incidents.

Sikorsky has issued Alert Service Bulletin No. 76-67-51A, Revision A, dated July 9, 2008(ASB), which specifies disabling the stick guard until a one-time functional check of the stick guard is accomplished.

Recommendations

Although it is not considered to pose a significant safety risk since the pilot can manually stow the stick guard if interference in the forward movement of the cyclic stick is encountered, we strongly recommend that operators comply with the ASB as soon as possible until the cause of the inoperative stick guards is determined.

For Further Information Contact

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For Related Service Information Contact

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