

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0206</p> <p>Date: 12 September 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: HELICOPTERES GUIMBAL</p>	<p>Type/Model designation(s): CABRI G2 helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.145</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 67</p>	<p>Rotors Flight Control – Main Rotor Rotating Scissor Link – Inspection / Modification</p>	
<p>Manufacturer(s):</p>	<p>Hélicoptères Guimbal (HG)</p>	
<p>Applicability:</p>	<p>Cabri G2 G00-00-000 helicopters, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>A crack was found on a lug of the scissor link Part Number (P/N) G41-10-200 of the main rotor rotating swashplate on a Cabri G2 helicopter.</p> <p>The suspected cause of the crack is corrosion due to stress induced by the mounting of the metallic bushing inside the lug hole.</p> <p>This condition, if not detected and corrected, could lead to the structural failure of the rotating scissor link, possibly resulting in loss of control of the helicopter.</p> <p>To address this unsafe condition, HG issued Service Bulletin (SB) 14-012, providing instructions for inspection of the four lugs of the rotating scissor link to detect corrosion or cracks. HG also developed a new scissor design P/N G41-10-201, in which stress due to bushings mounting is suppressed. HG SB 14-013 provides instructions for installation of this new rotating scissor link on in-service helicopters. Helicopters from S/N 1071 onwards are equipped with the new rotating scissor link in production (MOD 14-039). New parts have been sent to every operator.</p> <p>For the reason described above, this AD requires repetitive inspections of the rotating scissor link P/N G41-10-200 and replacement of this scissor link with a new design scissor link P/N G41-10-201, which terminates the inspections.</p>	
<p>Effective Date:</p>	<p>26 September 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 50 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 50 FH, clean with moisture release lubricant and perform a close visual inspection of the four lugs of the rotating scissor link P/N G41-10-200 for crack and corrosion in accordance with the instructions of HG SB 14-012. <p>Note: A non-cumulative tolerance of 5 FH may be applied to the inspection interval specified in paragraph (1) of this AD.</p> <ol style="list-style-type: none"> (2) If, during any inspection as required by paragraph (1) of this AD, any crack or corrosion is found on a lug of the rotating scissor link, before next flight, replace the rotating scissor link P/N G41-10-200 with a new design rotating scissor link P/N G41-10-201 in accordance with the instructions of HG SB 14-013. (3) Within 2 months after the effective date of this AD, unless already accomplished as required by paragraph (2) of this AD, replace the rotating scissor link P/N G41-10-200 with a new design rotating scissor link P/N G41-10-201 in accordance with the instructions of HG SB 14-013. (4) Installation of a new design rotating scissor link P/N G41-10-201 as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD. (5) From the effective date of this AD, do not install on a helicopter a rotating scissor link P/N G41-10-200.
<p>Ref. Publications:</p>	<p>HG SB 14-012 original issue, dated 30 May 2014. HG SB 14-013 original issue, dated 28 July 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 26 August 2014 as PAD 14-133 for consultation until 09 September 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Helicoptères Guimbal – Support Aérodrome d'Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 LES MILLES, FRANCE Tel.: +33 (0) 4 42 39 10 88, Fax: +33 (0) 4 42 39 10 82 E-mail: support@guimbal.com.