



Safety recommendation no. 578

Date of the publication	21.09.2021
Safety deficit	<p>The crew of a Guimbal Cabri G2 helicopter constructed in 2020, equipped with a Lycoming Engines O-360-J2A engine that was also manufactured in 2020, performed an autorotation following a drop in engine oil pressure that resulted in too little tension on the drive belt and thus a reduction in rotor speed.</p> <p>The subsequent investigation showed a narrowed section, as well as chips and non-deburred drilling work in one of the oil ducts in the accessory housing. An inspection of further engines constructed in 2020 and 2021 revealed similar findings.</p> <p>It may therefore be assumed that further O-360 series engines will display similar shortcomings that, depending on use, might result in a considerable risk during flight operations.</p>
Safety recommendation	<p>The European Union Aviation Flight Safety Agency (EASA) should take appropriate action to ensure that all operators of O-360-series Lycoming Engines identify and remedy narrowed sections of the oil duct in the accessory housing caused by possible manufacturing deficiencies.</p>
Addressees	EASA Europäische Agentur für Flugsicherheit; EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<p>Not implemented. EASA, which agrees partially with the safety recommendation, considers the recommendation has been fully implemented because the manufacturer of the Guimbal Cabri helicopter type published a modification of the oil pressure tapping point in Service Bulletin SB 21-014 A. The manufacturing defects addressed in the safety recommendation are considered acceptable. The aforementioned Service Bulletin was already in force at the time the interim report was published.</p>
Investigation report concerning the safety recommendation	<p>Notification Rapporto preliminare Zwischenbericht Intermediate report Rapporto intermedio</p>