



## Safety recommendation no. 579

<b>Date of the publication</b>	21.09.2021
<b>Safety deficit</b>	<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>
<b>Safety recommendation</b>	<p>The US Federal Aviation Administration (FAA) 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>
<b>Addressees</b>	Federal Aviation Administration
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Notification</a> <a href="#">Rapporto preliminare</a> <a href="#">Zwischenbericht</a> <a href="#">Intermediate report</a> <a href="#">Rapporto intermedio</a></p>