

# Continuing Airworthiness Notice – 27-027

## Guimbal Cabri G2 Main Rotor Swashplate Assembly Cracking

08 Feb 24

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Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91. CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

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### Applicability:

All Guimbal Cabri G2 helicopters.

### Purpose:

The purpose of this Continuing Airworthiness Notice (CAN) is to advise operators and maintainers of Guimbal Cabri G2 helicopters, of a possible safety issue with the main rotor swashplate assembly.

### Background:

The CAA have received a report from a New Zealand operator of a Guimbal Cabri G2 of finding cracks in the rotating swashplate pitch link attachment clevis arms. Two of the three clevis arms were affected, with crack indications in one side of each affected clevis arm (see picture below).

In response to this finding, Guimbal have released mandatory Service Bulletin SB24-001A which identifies an initial and recurrent inspection schedule for the swashplate.

The Service Bulletin is available via the Guimbal Customer Support Portal

### Recommendation:

The CAA recommends that aircraft operators comply with Guimbal Service Bulletin SB24-001A.

Note - One of the cracks reported was only detectable after paint removal. If paint removal is undertaken, care must be taken to ensure that no damage is caused to the swashplate.

If any cracking is found, please send details to CAA using Form CAA005D and to Guimbal Customer Support.



Any questions can be directed to [warren.hadfield@caa.govt.nz](mailto:warren.hadfield@caa.govt.nz)