

## Safety Information Bulletin

Airworthiness

**SIB No.: 2023-01**

**Issued: 24 January 2023**

**Subject: Flight Control Rods – Cracks on Pitch Link Safety Swaging Areas**

### Ref. Publications:

Hélicoptères Guimbal (HG) Service Bulletin (SB) 21-006 revision B dated 20 April 2021.

### Applicability:

HG Cabri G2 helicopters, all serial numbers.

### Description:

Isolated occurrences have been reported of finding cracks in flight control rods. These cracks were found in the swaged area of the rods, on helicopters exposed to corrosion. Analyses have shown that these were stress corrosion cracks. Although the failure of a flight control rod could lead to a catastrophic event, the affected areas do not impact the primary load path. Extensive testing has been carried out and showed that there was no fatigue propagation of the cracks after cyclic loading, and that a cracked rod can withstand ultimate load.

HG issued SB 21-006 to provide inspection instructions and improved corrosion protection of the rod.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

### Recommendation(s):

EASA recommends affected owners/operators to:

- Accomplish the action(s) described in SB 21-006 to limit the risk of crack formation; and
- Pay particular attention to the swaged area of the rod when performing the scheduled (100 FH/12 months) pitch link inspection in accordance with HG Cabri G2 Maintenance Manual task 41-B-06.

### Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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This is information only. Recommendations are not mandatory.

