

* SAFETY INFORMATION NOTICE *

**Subject: Helicopter External Sling Load Operations, HESLO 1 – 4
 Helicopter Human External Cargo, HEC**

Information directed at	
Task specialists	Part M

- Period concerned:** Purchase/procurement/first-time operation of concerned appliances from 06/2021 to 08/2022
- Aircrafts concerned:** All helicopters performing HESLO 1 – 4 and HEC, if
- Appliances concerned:**
- HESLO:** Load element (P/N: SLE1_x and P/N: SLE2_x; Fig. 1a), or
 - HEC:** Load element P/N HEC_SLE_6, all sizes, Airbus H135-M (STC 10063978; Fig. 1.b), or
 - HEC:** Load element P/N HEC_SLE_6, all sizes, delivered with COC (Fig. 1.b)
- Part concerned:** **Roller bearing swivels, SKLI models**
- Original manufacturer:** The Crosby Group/Gunnebo (USA/Sweden)
- Original part number:** SKLI-7/8-8, SKLI-10-8, SKLI-13-8, SKLI-16-8, SKLI-18/20-8
- Territorial restriction:** none (worldwide use)

Risk

The possible dysfunction of the SKLI components during flight operations has been assessed as belonging to the "catastrophic" risk level (unwanted loss of cargo with the possible risk of death and/or total loss). Due to the many delays caused by inadequate communication from the original manufacturer The Crosby Group/Gunnebo Industries and their suppliers, immediate action is now requested to be taken by the operators.

Problem description

The original equipment manufacturer The Crosby Group/Gunnebo Industries reported that a limited number of SKLI swivels (fig. 1) may be missing a locking pin (fig. 2). The lack of this pin (fig. 3) cannot be seen from the outside and its absence cannot be positively determined by observation or by manipulation such as, for example, by firmly holding the upper part and simultaneously turning the bottom part clockwise (viewed from above).

Since The Crosby Group/Gunnebo Industries stated that the notification only referred to specific deliveries (delivery notes) and specific batches (fig. 4), AirWork & Heliseilerei GmbH (A&H) checked these deliveries with their customers. Meanwhile, it has become clear that the information regarding the batches and the delivery notes in question cannot be correct, since none of the specified 3-digit embossings could be found. After having checked dozens of SKLI swivels, suppliers now believe that it must be assumed that all SKLI delivered between June 2021 and August 2022 could be affected, regardless their sizes (7/8 - 18/20).

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Problem description (continued)

In the absence of the locking pin, the lower part can unthread counterclockwise (viewed from below), from right to left, and eventually back out of the upper part. Initially, this phenomenon is shown by a steady increase in the clearance between the upper swivel body and the lower jaw fitting (fig. 5). Unfortunately, a reliable examination is not possible since the lubrication inside the mechanism causes the anchor of the lower part to turn even without a pin connection. Once the shank is fully unscrewed, the load will get lost.

Losses of cargo can lead to personal injury and/or property damage on the ground and to the load, including even fatal injuries and/or total loss. When using short or long lines by AirWork & Heliseilerei GmbH (A&H), the loss of cargo will not or only slightly produce a whiplash-effect but the sudden lack of load may cause the line to turn up at high speed, which might endanger both the helicopter and the crew.

Limitation 1

AirWork & Heliseilerei GmbH (A&H) can precisely identify the quantity, sizes and combinations of the supplied SKLI swivels built into the products P/N: SLE1_x, SLE2_x or HEC_SLE_6x. Nonetheless, customers can still be affected when buying from other suppliers, online or in stores.

Limitation 2

HESLO 1 - 4: P/N: SLE1 or SLE2, 13 customers, 51 affected components;

HEC: P/N: HEC_6_H135-M, EASA STC 10063978, subpart HEC_SLE_6x is not affected;

P/N: HEC_SLE_6x, 1 customer with 3 affected components.

Limitation 3

The Crosby Group/Gunnebo Industries issued their safety information in August 2022. In September, A&H received their first notification of 2 affected components by a supplier. In October, a different supplier reported another 30 potentially affected components. In November, a further announcement stated that all SKLI of all sizes produced/delivered between June 2021 and August 2022 could be affected.

Action taken

AirWork & Heliseilerei GmbH (A&H) has submitted an occurrence report to EASA which has been taken into consideration although no EASA STC components and equipment falling under the 748/2012 category are affected.

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Measure 1

Identify all SLE1 or SLE2 products delivered by our company and remove them from aircraft service (blocked stock).

Note: The operator of the HEC_SLE_6x component will be instructed by us directly.

Measure 2

Identify each additional SKLI in your company to which the above criteria apply (delivery/first-time operation in the mentioned period) and remove them from service (quarantine store).

Measure 3

The parts bearing P/N: SLE1_x or SLE2_x to which the above criteria apply (delivery/first-time operation in the mentioned period) should be sent to us for inspection.

Please send all other parts to the relevant suppliers for inspection.

Measure 4

In case you need a replacement, we are happy to help. Please turn to our Head of Procurement & Logistics, Martin Schnopp, office@air-work.com or +41 41 420 49 64.

Measure 5

We will open the parts and check their condition and functionality. If a correction should be necessary (insertion of a new pin) you will be informed. We will then send the parts back to you including a maintenance protocol and a release certificate.

Measure 6 (optional)

If you dispose of qualified personnel (technicians), appropriate tools and means you can carry out the inspection on your own responsibility. In this case, after consultation and signing of an agreement, we can instruct you on how to perform the inspection yourself. Please contact A&H Services, Mr. Krzysztof Lukaszewski, Production and Maintenance Manager, e-mail man-ser@air-work.com or +41 41 420 49 64. You will then receive detailed documents and an instruction video.

Disclaimer

AirWork & Heliseilerei GmbH (A&H) rejects any liability for incidents and accidents resulting from this occurrence.

CH-6405 Immensee, December 5th, 2022

PS: This SIN will be published on December 5th on www.air-work.swiss, Expert/Incidents-Accidents-Comments-Recommendations

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Figures

Fig. 1a: SLE1 and SLE2, equipped with SKLI swivels (marked in red)



Fig. 1b: HEC_SLE_6x containing an SKLI swivel (marked in red)

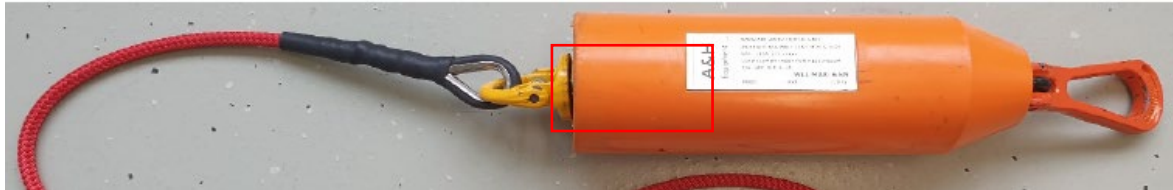


Fig. 2: Swivelling part with pin

Fig. 3: Swivelling part without locking pin

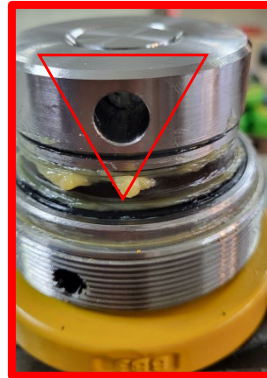


Fig. 4: Identification and coding

Fig. 5: Clearance between upper and lower part



Example: read as follows: **BB2CB1**

