

SERVICE BULLETIN

Service Bulletin No.	SB-ESCAPE214-216_001
Service Bulletin Affected Parts	Fuse box connector
Revision	Rev. 00
Issue date	12 July, 2026
Classification	Mandatory
Aircraft type / model	ESCAPE 214 / ESCAPE 216
Affected serial numbers	003 / 006 / 007 / 008 / 009
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Summary

During an inspection of a recently produced ESCAPE helicopter, a contact condition was found between the wiring of the fuse-box input connector and the left carbon-fibre cowling. Over time and under flight vibration, this interference can abrade the conductor insulation until the conductors are exposed, with a consequent risk of short circuit against the electrically conductive carbon structure, incipient fire and electrical system malfunction.

This Service Bulletin prescribes the inspection of the clearance between the left cowling and the fuse-box input connector wiring, the application on the wiring of a protective tape supplied by LAMANNA HELICOPTER, and the mandatory installation of an additional CAMLOCK fastener on the left cowling, which stiffens its restraint and reduces its movement in flight.

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1) Planning information

To obtain satisfactory results, the procedures specified in this publication must be accomplished with accepted methods in accordance with prevailing legal regulations. **LAMANNA HELICOPTER** cannot accept responsibility for the quality of work performed in accomplishing the requirements of this publication.

1.1) Applicability

Aircraft type	Serial number	Configuration / variant
ESCAPE	003 / 006 / 007 / 008 / 009	ALL

1.2) Concurrent and related documents

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1.3) Reason

During the inspection of a recently produced ESCAPE helicopter, an assembly conflict was detected between the fuse-box input connector and the left carbon-fibre cowling. The insufficient clearance between the connector wiring and the cowling, combined with the movement of a cowling not adequately restrained, exposes the wiring to continuous rubbing against the structure under flight vibration. As operating hours accumulate, this rubbing can abrade the conductor insulation until the conductors are exposed. Since the carbon-fibre structure is electrically conductive, contact between an exposed conductor and the cowling can result in a short circuit, with a consequent risk of incipient fire and electrical system malfunction.

1.4) Subject

- Inspection of the clearance between the left cowling and the fuse-box input connector wiring;
- Application of a protective tape on the wiring;
- Installation of an additional CAMLOCK fastener on the left cowling.

1.5) Compliance

Classification: Mandatory.

Compliance time: before the next flight following receipt of this Service Bulletin. The corrective actions of section 3 must be completed before the helicopter is returned to service.

WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

1.6) Approval

The technical content of this Service Bulletin is approved under the technical responsibility of LAMANNA HELICOPTER, as manufacturer of the ESCAPE helicopter.

1.7) Labour time

Approximately 3 hours.

1.8) Mass and balance data

Change of empty weight: none

Change of CG: none

Moment of inertia: unaffected

1.9) Electrical load data

No change

1.10) Software / avionics configuration

No change

1.11) References

Maintenance manual:

- [1] MM_ESCAPE_214-ENG_Rev01 (Doc ID: LH-E-02-02)
- [2] MM_ESCAPE_216-ENG_Rev01 (Doc ID: LH-E-02-01)

1.12) Other publications affected

None

1.13) Interchangeability of parts

Not applicable — no parts are removed or replaced.

The additional CAMLOCK fastener on the left cowling and the protective tape constitute additional installations and do not involve the replacement of any existing part.

2) Material information

2.1) Material

The material required for the accomplishment of this Service Bulletin is supplied by LAMANNA HELICOPTER. The parts are listed in section 2.3.

For each helicopter LAMANNA HELICOPTER supplies:

- the protective tape for the fuse-box input connector wiring, P/N « **LH212-C09-004** »;
- the CAMLOCK fastening kit (receptacle, CAMLOCK and fastening hardware) for the left cowling.

All fastening hardware required for the installation is included in the CAMLOCK kit supplied by LAMANNA HELICOPTER; the operator is not required to purchase any hardware.

2.2) Company support information

LAMANNA HELICOPTER supplies the material required for the accomplishment of this Service Bulletin free of charge. Labour is at the operator's expense. Technical support is provided by LAMANNA HELICOPTER at the contact details given in section 3.8.

2.3) Material requirement per aircraft

Fig.	Position	Part no.	Qty	Description	Application
1.0	A	LH212-C09-004	A/R	Protective tape	Fuse-box input wiring
2.0	B	LH212-003-097	1	Camlock receptacle	Frame assy
3.0	C	LH212-003-098	1	Camlock	Left hoods assy

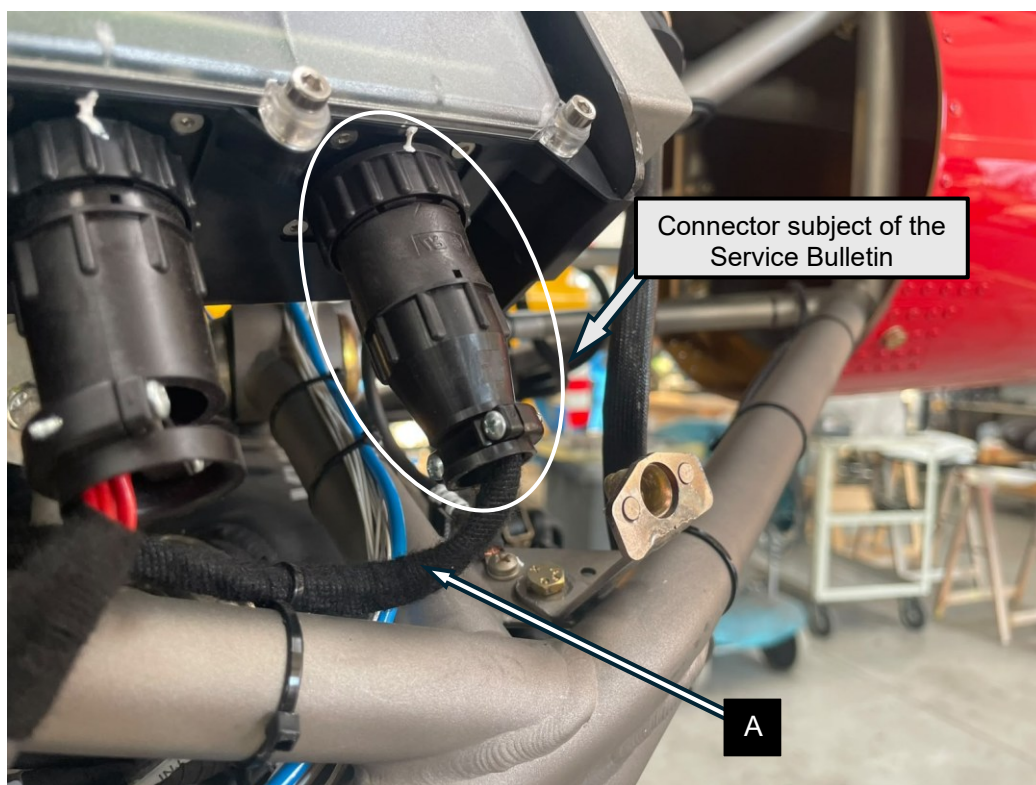


Fig. 1.0 — Protection tape on the wiring.

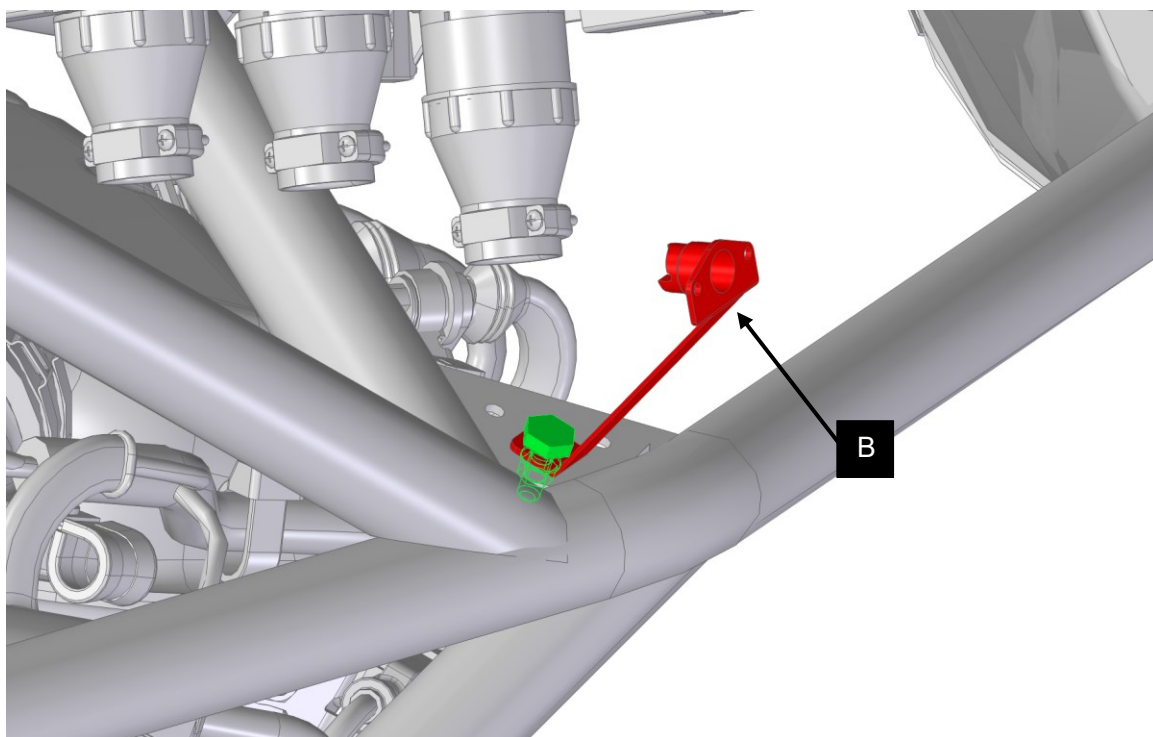


Fig. 2.0 — Camlock receptacle representation.

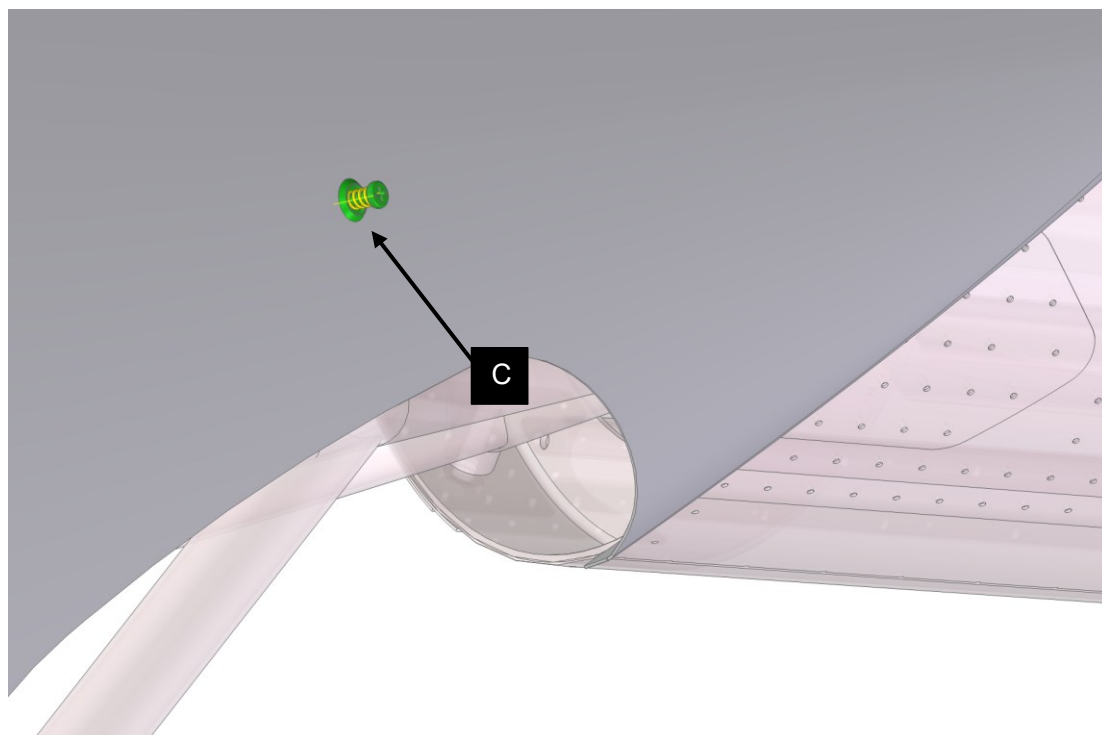


Fig. 3.0 — Camlock representation.

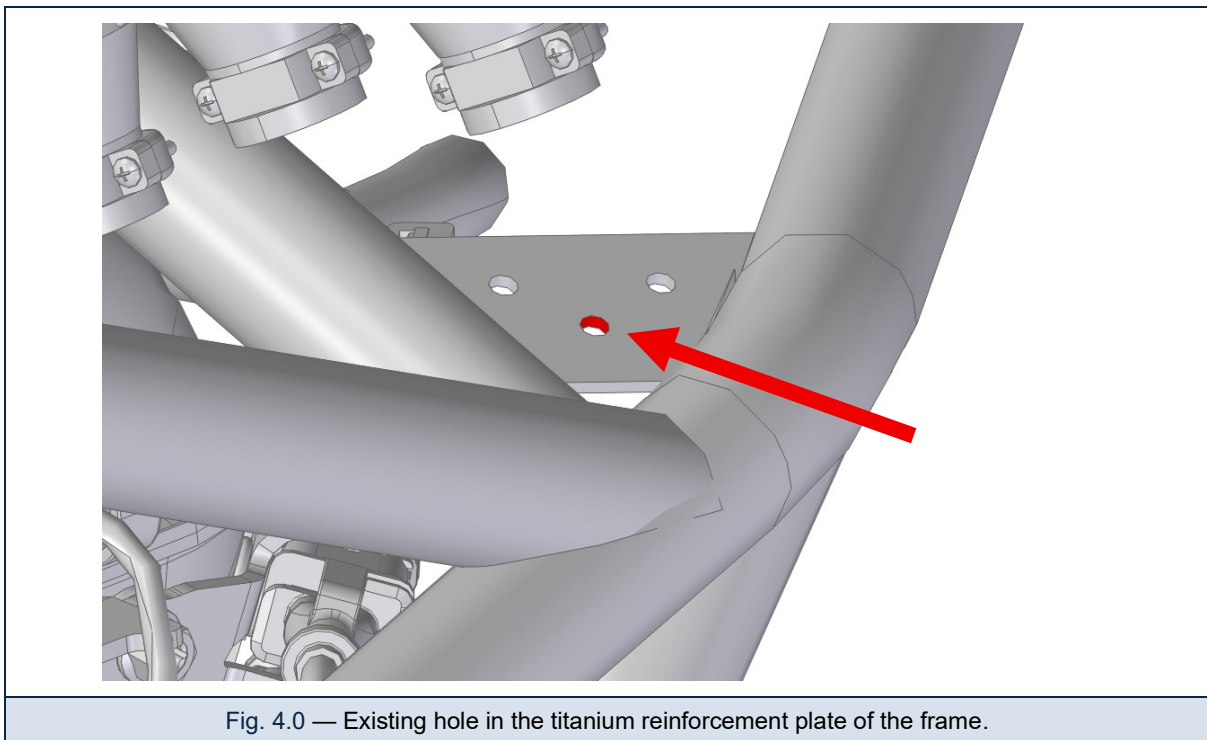
2.4) Material requirement per spare part

None.

2.5) Rework of parts

The accomplishment of this Service Bulletin requires the following rework of existing parts:

- Enlargement to Ø 4.8 mm of the existing hole in the titanium reinforcement plate of the frame (highlighted in Fig. 4), for the installation of the CAMLOCK receptacle.
- Drilling of the left cowling, hole diameter ¼ in (6.35 mm). The hole position is marked on the cowling with the receptacle installed and the cowling in the closed position, as described in section 3.3.



2.6) Special tooling, consumables, adhesives and sealants

None.

3) Instructions

NOTE

Before starting, review the entire document to ensure a complete understanding of the procedure and requirements.

3.1) Removal

Perform the inspection of section 3.2, step 1, before opening the cowling.

Step	Procedure
1	Open the left cowling in order to gain access to the fuse-box input connector and its wiring.

3.2) Inspection

Step	Inspection / criterion	Limit / acceptance
1	With the left cowling closed and secured in its flight configuration, check the clearance between the cowling and the fuse-box input connector wiring, highlighted in FIG.1.0 . Perform the check using a flashlight, looking from the side or from below the cowling.	Minimum 10 mm.
2	Inspect the connector wiring insulation for chafing, abrasion or exposed conductors.	No damage.

NOTE

If the measured clearance is less than 10 mm, or the wiring insulation shows abrasion or exposed conductors, contact LAMANNA HELICOPTER before further flight.

3.3) Installation

NOTE

Torque values for all fasteners are specified in Maintenance Manual [1] and [2], Chapter 2.5 Fastener Information, according to the applicable fastener category.

Step	Procedure
1	If the measured clearance is 10 mm or greater, wrap the first section of the fuse-box input connector wiring with the protective tape supplied by LAMANNA HELICOPTER. The connector concerned is highlighted in FIG.1.0 .
2	Open the existing hole in the titanium reinforcement plate of the frame using a Ø 4.8 mm drill bit. The hole concerned is highlighted in FIG.4.0 .
3	Install the camlock receptacle (camlock housing) in the hole just opened using the supplied fastening hardware, orienting it so that it is compatible with the cowling in the closed position.
4	Close the left side cowling and bring it to rest against the receptacle just installed; once compatibility is verified, mark on the cowling the exact drilling point.
5	Drill the cowling at the marked point using a Ø 1/4 in (6.35 mm) drill bit.
6	Install the CAMLOCK on the cowling.
7	Close the cowling and check the correct operation of the completed installation.

3.4) Adjustment / rigging

None.

3.5) Finishing work

Verify the correct adhesion of the protective tape and remove any foreign objects from the working area.

3.6) Functional / ground test

With the left cowling installed, verify that the cowling is firmly restrained, that the CAMLOCK is positively engaged and that the clearance between the cowling and the fuse-box input connector wiring is 10 mm or greater.

3.7) Summary

These instructions (section 3) must be completed within the deadline specified in section 1.5. Execution of this Service Bulletin must be recorded in the aircraft logbook.

In any case the original English text and the metric units are authoritative.

3.8) Inquiries

Inquiries regarding this Service Bulletin should be addressed to:

- technical@lamannahelicopter.com