



Civil Aviation Authority

# EMERGENCY AIRWORTHINESS DIRECTIVE



**Number: G-2025-0004-E**

Issue date: 01 August 2025

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

**Design Approval Holder's Name:**

CAMERON BALLOONS LIMITED

**Equipment Designation(s):**

Fuel Cylinders fitted with Pressure Relief Valve (PRV) adaptor CB8426

Effective Date:	04 August 2025
TCDS / STC / UKTSO / Modification Number(s):	EASA.BA.030 UK.TC.BA.00001 UK.TC.BA.00002 UK.TC.BA.00003 UK.TC.BA.00006 UK.TC.BA.00014 UK.TC.BA.00072 UK.TC.BA.00088 UK.TC.BA.00107
Foreign AD (if applicable):	N/A
Supersedure:	This AD supersedes CAA AD G-2025-0001R1-E dated 11 April 2025

## Hot Air Balloons – Cylinders fitted with PRV adaptor CB8426– Inspect for Cracking and Replace

**Manufacturer(s):**

Cameron Balloons Limited

**Applicability:**

Cylinders fitted with PRV adaptor CB8426 including, but not limited to the below cylinder models:

Thunder & Colt	Sky	Lindstrand
V20-100-00/CB8420	A0/V30	V20/CY-020-A-001
830922-1	A0/V40	V30/CY-030-A-001
V30-100-00/CB8430		V40/CY-040-A-001
V40-100-00/CB8440		T30/CY-050-A-001

**Definitions:**

PRV Adaptor – Pressure Relief Valve Adaptor

**Reason:**

Three instances of failed CB8426 adaptors were reported in a 9 month period to Cameron Balloons Limited. Failed components presented with a crack located on the upper hex portion of the adaptor.

There are estimated to be approximately 2,000 adaptors in service.

In response Airworthiness Directive G-2025-0001-E was issued in relation to detecting failed CB8426 adaptors.

The consequence of a failed CB8426 adaptor is there will be an uncontrolled leak of LPG fuel.

The Airworthiness Directive required that the results of the inspections should be reported to Cameron Balloons Limited in the event of the discovery of cracking. As the cause of the failed CB8426 adaptors was not known at that stage, these required inspection reports would help determine the failure mechanism and the likelihood. Based on the results of these reports, further corrective action was envisaged.

Given that the unsafe condition addressed by that AD is likely due to a manufacturing or maintenance non-conformity problem, a reporting requirement is instrumental in ensuring that as much information as possible regarding the extent and nature of the non-conformity or breakdown can be gathered, especially where that data may not be available through other established means. This information is necessary to ensure that proper corrective action will be taken.

Airworthiness Directive G-2025-0001-E was revised to include the note under 'Required Action(s) and Compliance Time(s)' which clarified that the inspection can be accomplished by pilot-owners under the provisions as described in the note.

This replacement Airworthiness Directive retains the inspection-related requirements of G-2025-0001R1-E, as applied to CB8426 components, but as a result of information from an additional 10 failed components and metallurgical analysis, a replacement (CB7922) part has been produced. The fitting of a CB7922 component is terminating action for the visual inspections. The applicable, revised Cameron Service Bulletin; Revision 2 (July 2025); stipulated that any failed components must be replaced with CB7922 units before return to service. It also stipulates that all serviceable CB8426 components must be replaced by CB7922 units by the time of the next scheduled (periodic) PRV inspection. Finally, it stipulates that any CB8426 components that are not currently in use should be scrapped or rendered unserviceable.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

1. Within a day of the effective date of this AD, visually inspect affected (i.e. CB8426) PRV adaptors for cracks.
2. If during the inspection any fuel cylinders are found to have cracked adaptors installed they should be emptied of fuel immediately, removed from service and their PRV adaptors replaced with CB7922 units before further use.

3. If no crack is found, continued use is acceptable, subject to note being taken of the importance of storage conditions referred to in Cameron Balloons Service Bulletin 36 Revision 2 and subject to pre-flight (or if stored, regular) visual inspections being carried out for the remainder of the time they are fitted.
4. Even if cracks are not detected under condition 3 above, all CB8426 components must be replaced by CB7922 units on or before the next scheduled Periodic PRV Inspection.
5. Replacement of CB8426 components by CB7922 units constitutes terminating action for this AD.

NOTE: The 'Required Action(s) and Compliance Action(s)' steps described in paragraphs (1, 2 & 3) as above may be accomplished by the pilot-owner under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803 of UK Regulation (EU) No 1321/2014, as applicable. In respect of balloons not subject to UK Regulation (EU) No 1321/2014, the State of Registry should consider if the national regulations allow the action(s) to be accomplished by the pilot-owner.

### Reference Publications:

Cameron Balloons Limited Alert Service Bulletin 36, Revision 2 Dated July 2025.

The use of later approved revisions of the above documents is acceptable for compliance with the requirements of this AD.

### Remarks:

1. The safety assessment has warranted immediate publication and notification without implementing the full consultation process and an immediate publication and notification.
2. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
3. Enquiries regarding this Airworthiness Directive should be referred to:  
[Certification.GAU@caa.co.uk](mailto:Certification.GAU@caa.co.uk)
4. For any questions concerning the technical content of the requirements in this AD, please contact:  
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