

## **Grant Robinson**

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Monday, February 05, 2018 7:13 PM  
**To:** Grant Robinson  
**Cc:** Thomas Jacobson; Daryl Dixon; Mrazik, Philip  
**Subject:** APU Heat Shield Repair

Grant

Following is the CSE approval to use 301 ¼ stainless in lieu of titanium for APU heat shield repair.

Case Number: C0086847  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 920279  
Aircraft Model: S-92A  
Aircraft TT: 1,965  
Part Number: 92303-04800-115  
Case Subject: APU Heat Shield Crack-Request For Alternate Repair Material

**Problem Description:**

TAS maintainers have noted cracking of the APU heat shield at the fire extinguisher discharge tube on A/C S/N 920279.

A/C S/N 920279 A/C TT 1965.0  
APU P/N 92303-04800-115  
Component S/N P445 TSN 586.0

As per the response to C0035244, TAS propose to perform a non-welded repair, accomplished IAW S92A-SRM-000, 51-70-01, Figure 206, and sealed with high temp sealant IAW SRM 51-70-04-340-01. Referencing SRM Section 51-30-01, TAS do not have access to titanium for the repair material.

TAS request SA approval on an Urgent basis to use 301 1/4 Hard 0.020 inches thick in lieu of 0.016 inch thick titanium. EoM

**Problem Resolution:**

SRM 51-30-01 paragraph (4)(g) on page 203 allows the repair to be done with 301 ¼ hard stainless steel.

Sikorsky approves the material alternate shown in the SRM.

This email notification is provided as the case has been reviewed and does not contain technical data in the resolution.

**David P. McConnell**

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