

## Grant Robinson

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Friday, December 09, 2016 9:32 AM  
**To:** Grant Robinson  
**Subject:** S-76 TRB paint touch up

Grant;

Following is the CSE response to my request for clarification regarding allowable TRB paint touch up limits on S-76 tail rotor blades.

Case Number: C0048010  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 76XXXX  
Aircraft Model: S-76  
ATA: 65  
Part Number: 76101-05501 / 76101-06001  
Case Subject: TRB Touch Up Paint

### Problem Description:

Reference S-76 Composite Materials Manual SA 4047-76-5.

Chapter 65-00-00 Page 220, Paragraph F. – Paint Touchup Procedure – does not define the maximum airfoil surface area permissible for touchup. With specific reference to P/N 76101-05501-series and 76101-06001-series S-76 tail rotor blades, this is to request confirmation that the maximum size of a paint touchup area on one tail rotor blade torque tube is not critical provided that the opposite torque tube weight is similarly adjusted in order to maintain overall static balance of the paddle assembly through the application or removal of paint as required. EoM

### Problem Resolution:

There is currently no established definition of how large an area can be painted and still classified as 'touchup'.

Balancing of the tail rotor system must be very precise due to the rotor design, aircraft sensitivity, and high RPM.

Paint repairs can adversely affect tail rotor blade balance and therefore must be carefully controlled.

Paint touchup is limited to the corresponding repair limits in the CMM. No cosmetic touch up, dust coating, or feathering is allowed. Once paint repairs have been accomplished and the blades have been reinstalled, a tail rotor balance check is required

### David P. McConnell

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