Grant Robinson

Subject: FW: S-92 MLG Actuator Airframe Bushing Replacement

From: McConnell, David P SIK
Sent: Monday, August 24, 2015 4:49 PM
To: Grant Robinson
Subject: S-92 MLG Actuator Airframe Bushing Replacement

Grant;

Following is the response to my request to CSE to approve the proposed MLG actuator airframe fitting bushing replacement procedure.

Log Number:	76927
FTR Number:	10615T108
FTR Date:	Aug 19 2015 12:39AM
Operator:	Thai Aviation Services (CHC)
Aircraft S/N:	920XXX
Aircraft Model:	S-92A
Part ID:	92201-08111
Part Serial #:	N/A
CSE:	SmithJe
ATA:	32
Ref Docs:	
FTR Subject:	MLG Actuator Aft Attach Bolt Bushing Replacement Procedure

Problem Description:
TAS maintainers have noted a frozen P/N 2392-2317-005 aft bolt in an MLG retract actuator on A/C S/N 920146. Attempts to free the bolt have been unsuccessful.

TAS anticipates that when the bolt is eventually freed damage will be found on the P/N NAS537-12P062 and 92201-08111-103 bushings in the Sta 462 sponson bulkhead.

The AMM currently has no procedure for changing these bushings. TAS proposes the following procedure:

1) Press out installed NAS537-12P062 and 92201-08111-103 bushings using suitable locally manufactured tooling.

2) Perform visual and FPI inspection of bushing bores and lugs for cracks.

3) Chill replacement bushings with Freeze & Release (Loctite 996456, Freeze 75 or equivalent) or dry ice to a temperature no lower than 110 deg F (-79 deg C).

4) Apply a coat of epoxy primer (MIL-PRF-85582 or equivalent, alternate MIL-P23377 or equivalent) to the outer surface of the replacement bushings.

5) Press in bushings with suitable locally manufactured tooling.

6) Line ream bushings to 0.7495 to 0.7505 inches.

7) Apply brush cadmium plating (Cadmium No-Bake 2023 or equivalent) to internal surfaces of bushings. If brush cadmium plating equipment is not available, apply non-curing sealant Cor-Ban 27L to internal surfaces of bushings.

8) Seal the edges of the installed bushings with ASM3265 sealant.

Please advise if the above proposed procedure is acceptable to engineering, or please provide an alternate procedure as appropriate. EoM

Problem Resolution:
Per Sikorsky Engineering we agree with the procedure stated by TAS. Sikorsky Engineering would like to add that you also inspect the holes in the fitting meet B/P requirements.

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