

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Thursday, February 23, 2017 9:09 AM
To: Grant Robinson
Cc: Thomas Jacobson
Subject: MRB S/N A044-01378 - Repair of tip rib damage

Importance: High

Grant;

Following is the CSE response to my FTR concerning damage found on the tip rib after removing the tip cap bedded in Proseal.

Case Number: C0053830
Customer: Thai Aviation Services Limited
Aircraft S/N: 920279
Aircraft Model: S-92A
Aircraft TT: 762
ATA: 62
Part Number: 92150-09000-043
Case Subject: Request For Repair-MRB Tip Rib

Problem Description:

Reference FTR 10614T005 CRM Log ID 65168 and attached JPEG image

TAS maintainers attempted to remove the factory original tip cap on MRB S/N A044-01378 due to erosion damage.

It was discovered that the tip cap had been installed bedded in wet Proseal.

Four man hours were expended in loosening the tip cap.

Upon removal of the tip cap it was found that an area of fiberglass measuring approximately 0.80 x 0.80 inches had torn and lifted from the upper tip rib trailing edge.

This damage is similar in nature but considerably lesser in extent to that reported in FTR 10614T005 CRM Log ID 65168.

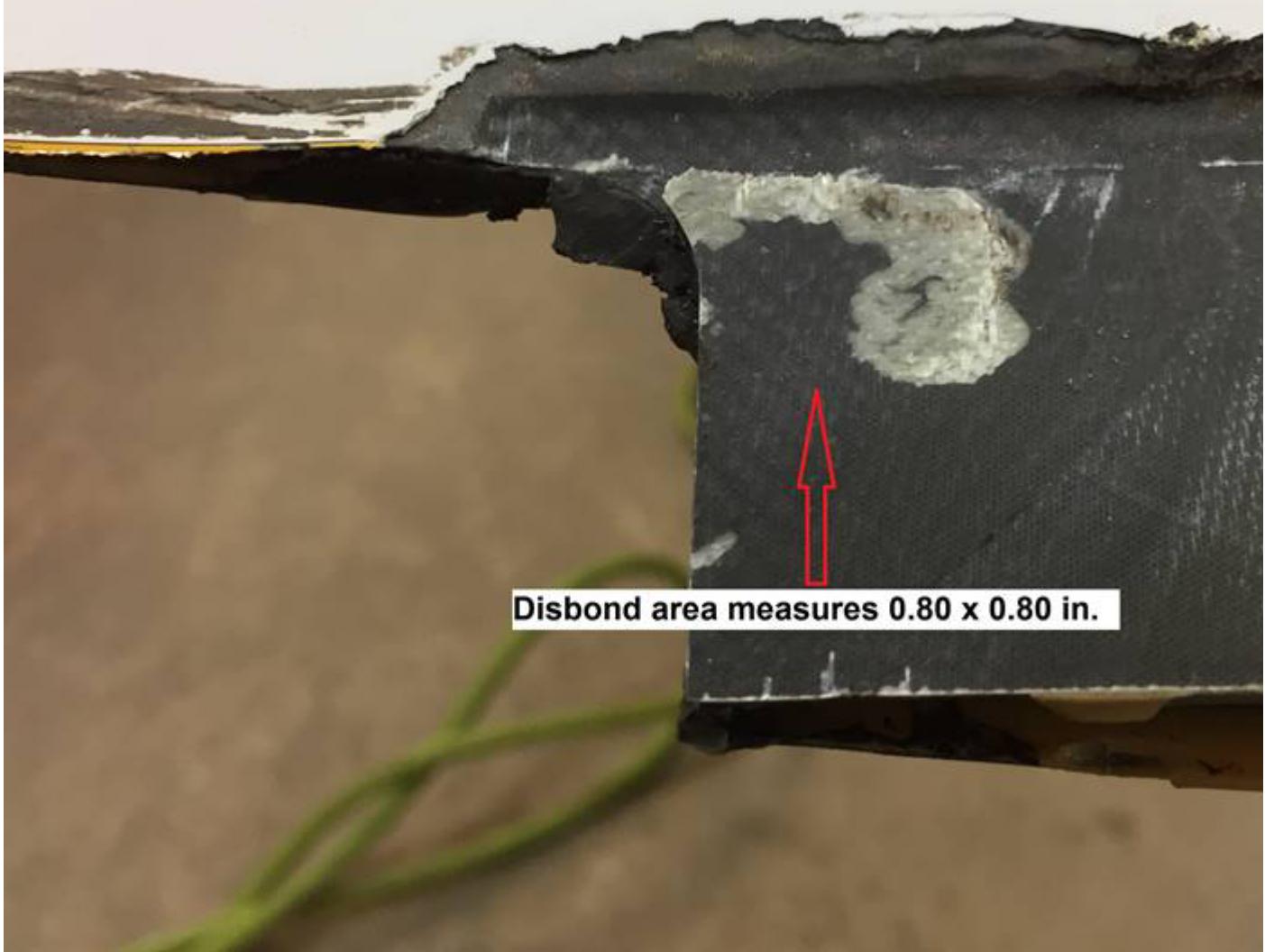
TAS request a repair scheme on a Work Stop basis. EoM

Problem Resolution:

As in the previously referenced FTR 10614T005 (Case XAu-65168), engineering recommends a 1 ply wet layup in the area per the SRM.

McConnell, David P. e338737
Thai Aviation Services S-92A
A/C S/N 920279 A/C TT 762.4

MRB
P/N 92150-09000-043
S/N A044-01378
Component TSN 762.4



David P. McConnell
Senior Field Service Representative
Sikorsky, a Lockheed Martin company
Email dave.p.mcconnell@lmco.com
Smartphone +1 (203) 873-8552 (US)
Efax +1 (860) 998-8791 (US)
Cell +66 (0)8 7750-7920 (Thailand)



WARNING: THE INFORMATION IN THIS TRANSMISSION IS CONFIDENTIAL AND IS MEANT TO BE READ AND USED ONLY BY THE INTENDED RECIPIENT. ENCLOSED COMMODITIES, TECHNICAL DATA OR SOFTWARE ARE SUBJECT TO THE EXPORT CONTROL OF EITHER THE INTERNATIONAL TRAFFIC IN ARMS REGULATIONS (ITAR) OR THE EXPORT ADMINISTRATION REGULATIONS (EAR) AND CANNOT BE EXPORTED WITHOUT THE AUTHORIZATION OF EITHER THE DEPARTMENT OF STATE OR THE DEPARTMENT OF COMMERCE PRIOR TO EXPORT. EXPORT INCLUDES DISCLOSURE AND OR ACCESS TO COMMODITIES, TECHNICAL DATA OR SOFTWARE BY FOREIGN NATIONALS WHETHER LOCATED IN THE UNITED STATES OR ABROAD. THIS REQUIREMENT APPLIES EQUALY TO FOREIGN NATIONAL EMPLOYEES OF U.S. COMPANIES AND THEIR FOREIGN SUBSIDIARIES. THIS DOCUMENT, OR AN EMBODIMENT OF IT IN ANY MEDIA, DISCLOSES INFORMATION WHICH IS PROPRIETARY, IS THE PROPERTY OF SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES, IS AN UNPUBLISHED WORK PROTECTED UNDER APPLICABLE COPYRIGHT LAWS, AND IS DELIVERED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED, DISCLOSED, REPRODUCED, IN WHOLE OR IN PART

(INCLUDING REPRODUCTION AS A DERIVATIVE WORK), OR USED FOR MANUFACTURE FOR ANYONE OTHER THAN SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES WITHOUT ITS WRITTEN CONSENT, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED HEREIN. ALL RIGHTS RESERVED. ANY ACT IN VIOLATION OF APPLICABLE LAW MAY RESULT IN CIVIL AND CRIMINAL PENALTIES. ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION OR COPYING OF THIS TRANSMITTAL BY AN UNINTENDED RECIPIENT IS STRICTLY PROHIBITED, AND MAY BE A VIOLATION OF LAW SUBJECT TO PENALTY.