

Thanakom Panyothin

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Wednesday, November 14, 2018 6:21 AM
To: Thanakom Panyothin
Cc: Grant Robinson; Anusorn Srichanon; Thomas Jacobson
Subject: 761059 MRB Inboard Trim Tab Disbond - Multiple Blades

Importance: High

Khun San

Following is the CSE approval to proceed with inboard trim tab repair on the main rotor blades installed on HVC.

Case Number: C0109809
Customer: Thai Aviation Services Limited
Aircraft S/N: 761059
Aircraft Model: S-76D
Aircraft TT: 2,894
ATA: 62
Part Number: 76150-09300-041
Case Subject: MRB I/B Trim Tabs Disbond-Multiple MRBs

Problem Description:

Reference

- 1) Attached JPEG images
- 2) CMM CH 65-15-00
- 3) C0105310
- 4) C0106605

TAS maintainers performing a scheduled maintenance inspection on A/C S/N 761059 noted disbonding of the inboard trim tab segments on all four P/N 76150-09300-041 main rotor blades:

Red	S/N A378-00484	TSN 2310.7
Blue	S/N A378-00493	TSN 1806.3
Yellow	S/N A378-00500	TSN 2310.7
Black	S/N A378-00502	TSN 748.7

Reference attached JPEG images.

To minimize repetition all pics are of A378-00500's I/B trim tab, which is a carbon copy of A378-00484, -00493 and -00502.

All blade's tabs have vertical up and down movement but do not rock side-to-side (loose tooth syndrome).

There is no elastomer extrusion on any blade's tab.

The two outermost segments on each blade were found to be repairable by epoxy resin repair per CMM CH 65-15-00 Repair Procedure No. 2, Para. B (1) (b).

All four blades' innermost trim tab segments were found to have full length disbonds on top and bottom surfaces to a depth of approximately 0.225 inches. The CMM allows disbonding to 50% of the 0.350 inch trim tab bond line, making max allowable disbond 0.175 inches per 65-15-00 Pg 217 Detail B.

The response to Case C0105310 detailed a very similar disbond mode on two other MRB's in the TAS fleet, which were subsequently repaired successfully by the TAS composite shop. Per C0106605 the two repaired blades continue to remain serviceable as of this time.

Based on the successful repair of the two MRBs per C0105310, this office recommends epoxy resin repair on all inboard trim tab segments on MRB S/Ns A378-00484, -00493, -00500 and -00502 per CMM Repair Procedure No. 2, Para. B. (1) (b).

Please advise concurrence with this recommendation or provide alternate action. EoM

Problem Resolution:

As this reported issue is very similar to that reported in case C0105310, Service Engineering agrees with previous recommendation – see below

Engineering has stated it is permissible to repair the segment per Repair per 65-15-00, Repair Procedure No. 2, Trim Tab Repair, Part (b) per the CMM (SA 4047-76-5), using the epoxy resin procedure. After completing the repair, perform the sealant repair along the edges of the trim tab per Repair Procedure No. 2, Trim Tab Repair Part (b), step 9 on each of the segments with disbonds.

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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