

## Grant Robinson

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**From:** Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Friday, March 09, 2018 7:59 PM  
**To:** Nattawut Wongyai  
**Cc:** Grant Robinson; Jay Minor; Daryl Dixon  
**Subject:** 761060 MGB Oil Pressure Adjust

**Importance:** High

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Following is the CSE response to my FTR requesting approval to adjust the oil pressure on MGB S/N A231-00627 installed on HVD.

Case Number: C0089661  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761060  
Aircraft Model: S-76D  
Aircraft TT: 1,914  
ATA: 63  
Part Number: 76351-09600-046  
Case Subject: 761060-Request For MGB Oil Press Adjust Procedure

### Problem Description:

Reference Case C0078542.

TAS report slightly low MGB oil pressure on A/C S/N 761060 during landing offshore.

The low pressure correlates to the onset of the hot season in Thailand. This is the first hot season since the MGB was switched to Mobil 1 ATF.

The low pressure is evidenced by brief excursions into the 'yellow' range (49 PSI) when the throttles are retarded immediately after landing off shore.

Reviews of the HUMS data shows that a spike of a few degrees increase in MGB Oil Temperature occurs at landing, and that the normal procedure of retarding the throttles immediately upon touchdown coincides with this temperature spike.

These occurrences combine to cause a momentary drop in oil pressure to 49 PSI which results in caution advisory and its accompanying audible tone.

TAS believe that it is because of the increasing ambient temperatures at this time of year that these excursions into the 'yellow' are becoming more frequent.

In cruise, the MGB oil pressure remains normal and stable.

A/C S/N 761060 A/C TT 1913.9  
MGB P/N 76351-09600-046  
S/N A231-00627 TSN 1913.9  
Change to Mobil 1 ATF C/O 13 Oct. 2017 @ TSN 1248.4

TAS request approval to carry out a one-time oil pressure adjustment on the Main Gear Box installed on A/C

S/N 761060.

A separate Case will be submitted for an identical condition on A/C S/N 761063.

EoM

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

**Problem Resolution:**

Service Engineering agrees with the recommended one-time adjustment of the oil pumps. Procedures were previously provided via Case C0078542.

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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