

Grant Robinson

From: Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Saturday, June 02, 2018 9:52 PM
To: Grant Robinson
Cc: Nattawut Wongyai
Subject: S-76D engine driveshaft nutplates

Importance: High

Grant

Following is the CSE response to my request for field replacement of S-76D engine driveshaft nutplates. I recommend holding at least one driveshaft on site in anticipation of future problems with nutplate run-on torque.

Case Number: C0096103
Customer: Thai Aviation Services Limited
Aircraft S/N: 761059
Aircraft Model: S-76D
ATA: 63
Part Number: 76361-79801-101
Subject: Eng D/S Nutplate-Request For Run-on Torque Value-Replacement Procedures

Problem Description:

Reference

1) C0072743

TAS maintainers performed the third 5-15 hour bolt torque check on the engine driveshaft hardware on the engine side on A/C S/N 761059 noted that one bolt failed the torque check.

The bolt will be replaced per AMM Subtask 63-10-01-220-001. An AOG order has been placed with SCI.

Maintainers also noted that none of the twelve nutplates on the subject driveshaft had a run-on torque greater than 12 in. lbs., and some were less than 10 in. lbs. They feel this is contributing to the failure of the retorquer checks.

In addition to the AOG order for bolts, TAS currently has Qty 01 P/N 76361-79801-101 driveshaft on order.

In order to potentially eliminate the AOG TAP requirement for a driveshaft TAS request the following:

- 1) Minimum run-on torque for the P/N MS21060-6 nutplates.
- 2) SA approval to replace P/N MS21060-6 nutplates.
- 3) Nutplate replacement procedures.

EoM

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

Problem Resolution:

Per Sikorsky Engineering, the driveshaft is a source controlled part. Customer would need to get a procedure from the supplier, Goodrich. Engineering cannot approve nutplate replacement.

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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