

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.

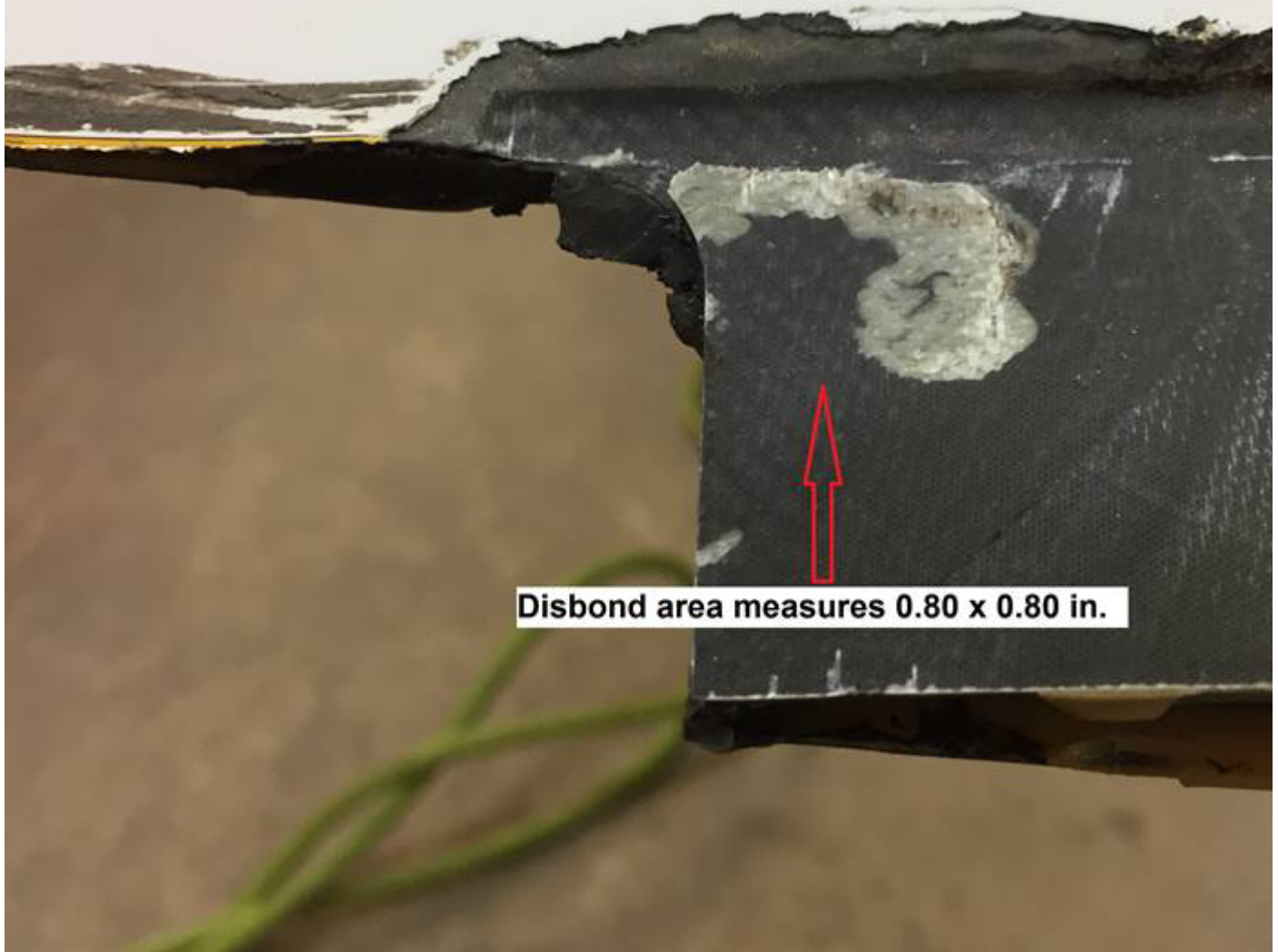
TAS request a repair scheme on a Work Stop basis. EoM

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



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