

## Grant Robinson

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Monday, May 29, 2017 4:36 PM  
**To:** Grant Robinson  
**Subject:** HUMS Analysis - MRB L/E Abrasion Strip Loss

Grant;

Following is the CSE response to a request for analysis of the flights leading up to the MRB L/E abrasion strip loss on HVF.

Case Number: C0057548  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761064  
Aircraft Model: S-76D  
Aircraft TT: 421  
Part Number: 76150-09300-041  
Serial Number: A378-00204  
ATA: 62  
Case Subject: MRB Abrasion Strip Loss-Request For HUMS Analysis

### Issue Description:

Reference Case C0057458 and RFA-9989

TAS are attempting to pinpoint the flight in which the MRB nickel abrasion strip section departed the MRB.

They request HUMS group analysis of the following three RDFs for A/C S/N 761064 on the event date in order to identify the event flight.

76286.S-76D.1064.20170405T001114,544Z.RDF

76286.S-76D.1064.20170405T043414,050Z.RDF

76286.S-76D.1064.20170405T031253,050Z.RDF

EoM

### Problem Resolution:

From the data provided, we were unable to determine when the MRB nickel abrasion strip section departed the aircraft.

A similar experience was had by a previous A/C in July 2014. Analysis was performed by our Dynamics community to ascertain the amount of 1/MR vibration imbalance that would be imparted due to a complete loss of the abrasion strip—this effect would indeed be noticeable by crew, though only partial loss, especially minor, may be less detectable/perceivable.

### David P. McConnell

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