

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Wednesday, January 18, 2017 10:56 PM
To: Daryl Dixon
Cc: Grant Robinson; Nakhon Supervisor Engineer; Nakhon Avionics; Russell Squires
Subject: 761059 Spurious Fire Warning Light

Importance: High

Daryl;

Following is the CSE response to my FTR reporting the spurious fire light events on HVC.

Customer: Thai Aviation Services Limited
Case Number: C0050951
Case Title: Spurious Engine Fire Light During Start
Submitted On: 1/18/2017 9:47 AM
Aircraft Serial Number: 761059
Aircraft Model: S-76D
ATA: 26
Primary Part: FIRE DETECTION INSTALL

Problem Description:

TAS A/C S/N 761059 is currently shut down offshore due to engine fire light illumination during start of the second engine, regardless of which engine is started first.

Narrative as follows:

1. Pilot started #2 engine first, then start #1 engine. False fire alarm of #1 engine occurred.
2. I asked pilot to start #1 engine first, and wait BATT AMP to become around 10 amps. No fire alarm from #1 engine. Then #2 engine started and false fire alarm of #2 engine occurred.
3. Then to confirm the fault, I asked pilot again to start #2 engine, and wait BATT AMP to become 10 amps before starting #1 engine. During start, fire alarm #1 engine reoccurred.

Conclusion: every 2nd engine starts fire alarm occurs.

A report of a somewhat similar event is documented in FTR 52115T427 CRM Log ID 79701.

TAS suspect the A/C battery but do not have a serviceable spare available to install.

TAS request the following:

- 1) Troubleshooting guidance
- 2) Approval to fly the A/C from the platform to their Nakhon Si Thammarat maintenance base with a known spurious engine fire light latched. Anticipated flight time is 0.8 hours.

EoM

Problem Resolution:

Sikorsky Engineering approves the proposal to fly the A/C (761059) from the platform to their Nakhon Si Thammarat maintenance base with a known spurious engine fire light latched. Anticipated flight time is 0.8 hours.

Sikorsky Engineering is preparing detailed Troubleshooting Guidance that can be performed at the maintenance base.

David P. McConnell

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