

Grant Robinson

From: Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Friday, April 27, 2018 7:48 PM
To: Grant Robinson
Cc: Mrazik, Philip
Subject: HTH Start Tube Chafe Repair

Importance: High

Grant

Following is the CSE response to my FTR request for a weld repair on the No. 2 engine start tube on HTH. The referenced DRB was issued to TAS previously for a similar tube repair. Please advise if another copy is required.

Case Number: C0093487
Customer: Thai Aviation Services Limited
Aircraft S/N: 920146
Aircraft Model: S-92A
Aircraft TT: 6,149
ATA: 21
Part Number: 92306-04102-052
Case Subject: Engine Start Tube Chafe-Request For Repair Scheme

Problem Description:

Reference

1. Attached JPEG image
2. DRB 2017-SA-92-090

TAS maintainers removing the 5-pack on A/C S/N 920146 noted chafing damage on the P/N 92306-04102-052 No. 2 engine air start tube.

The chafed area measures 1.00 inches long x 0.100 inches wide inches. Depth is approximately half the wall thickness at the deepest point.

There is also a 1.00 inch long flattened area on the bead adjacent to the chafe.

There are no perforations and no cracking is noted.

Tube, No. 2 Engine Start
P/N 92306-04102-052
S/N Obliterated

TAS has placed an AOG order with SCI. SCI is unable to immediately confirm availability of this P/N.

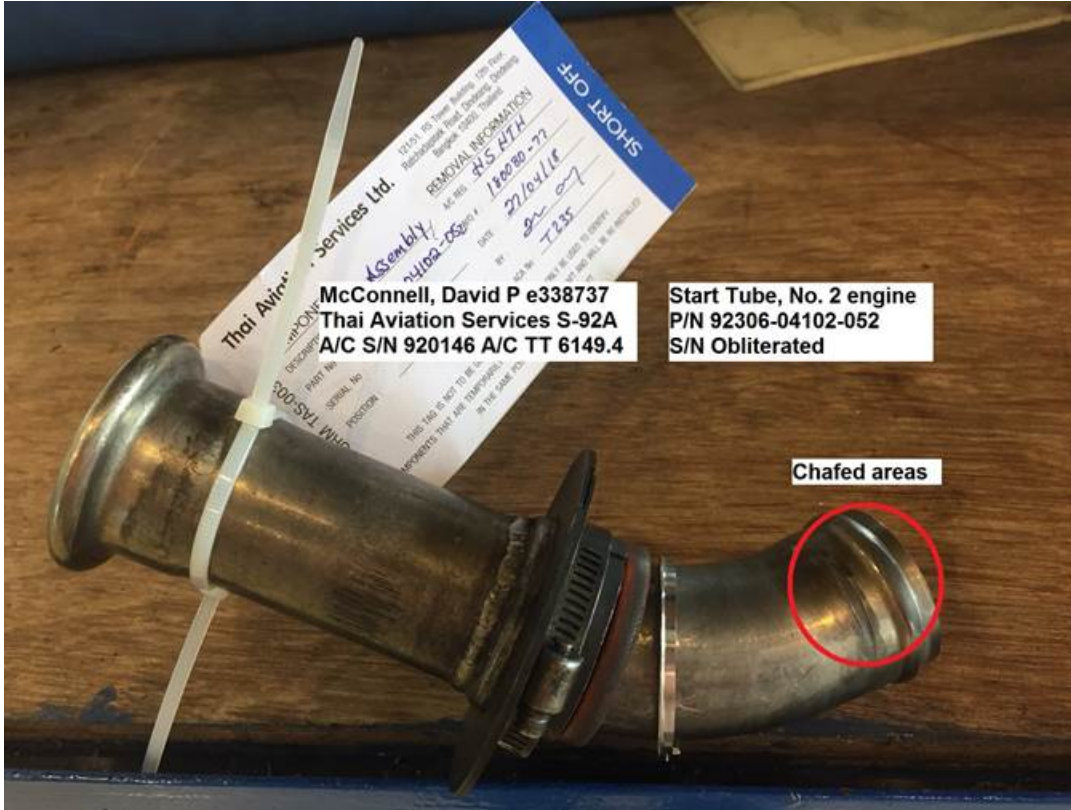
As a precautionary measure in order to avoid a potential AOG situation TAS request SA approval on a Work Stop basis to perform a weld fill repair in the chafed areas, similar to the procedure called out in DRB 2017-SA-92-090. EoM

Problem Resolution:

Sikorsky Engineering approves the use of DRB 2017-SA-92-090 to perform a weld fill repair on S/N 920146

noted chafing damage on the P/N 92306-04102-052.

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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