

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Wednesday, January 25, 2017 10:27 AM
To: Grant Robinson
Subject: No. 1 Engine Mount Inboard Expandable Pin Migration

Grant;

Following is the CSE response to my report of the No. 1 inboard expandable pin migration found on HTH.

Case Number: C0051341
Customer: Thai Aviation Services Limited
Aircraft S/N: 920146
Aircraft Model: S-92A
Aircraft TT: 5,075
ATA: 71
Part Number: 92305-04801-102
Case Subject: Engine Mount Expandable Pin Loose/Migrate

Problem Description:

Reference attached JPEG images

During a scheduled maintenance inspection TAS maintainers noted the No. 1 engine inboard expandable pin had loosened and migrated forward until it was stopped by the cotter pin in its tail contacting the engine mount strut lug aft face.

The locking lever at the head of the pin was in contact with the bleed air line.

After the pin was removed one bushing segment that had cracked in half fell off.

Examination of the locking lever showed that it was loose and would easily disengage from the locking protrusion (pin).

The expandable pin was removed and replaced with a serviceable part from stores.

Expandable Pin
P/N 92305-04801-102
S/N off B400-00713
S/N on B400-01415

The bushings in the upper end of the PN 92305-02105-042 canted strut were also found to be worn. The strut was replaced with a serviceable part from stores.

Canted Strut
P/N 92305-02105-042
S/N off: B095-00582
S/N on: B095-00583

EoM

Problem Resolution:

Please confirm that the following 50 hour inspection was regularly carried out. Based on the pictures it appears that there is much greater wear than would occur within 50 hours: This wear has been investigated in the past which initiated the addition of the 50 hour inspection. Note step C.(1).

TASK 71-20-00-215-001

1. Inspection of LH Engine Mounts and Struts

A. Inspect aft mount struts as follows:

(1) Inspect strut for wear and play at bushings with bolt installed and torqued. Any noticeable wear or damage to bushings is cause for replacement of strut.

B. Inspect Engine Strut as follows:

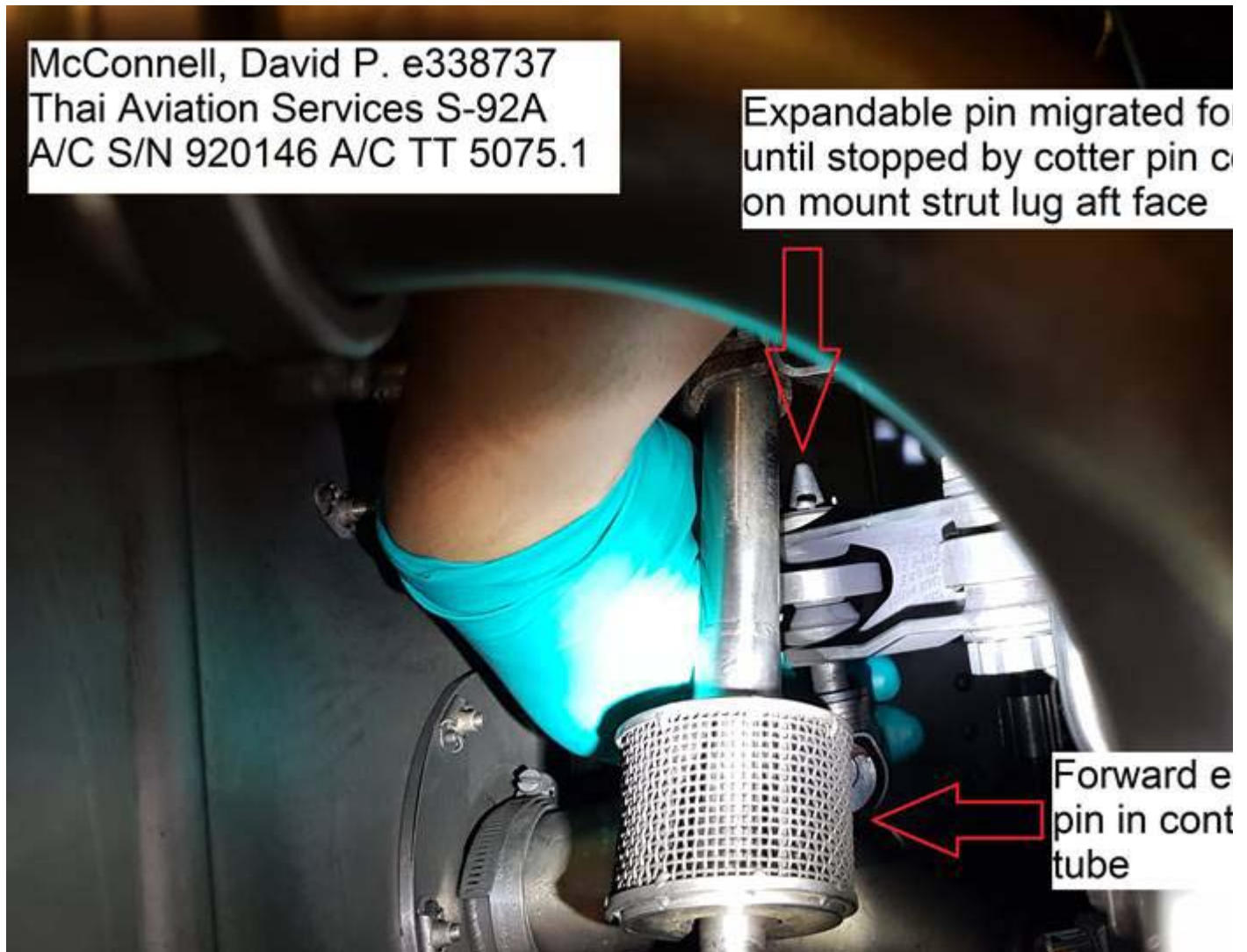
(1) Inspect slotted-entry type strut mount fitting bearings for wear and proper staking.

NOTE: Strut may rotate slightly due to self-aligning bearings.

(2) With firm hand grip, move upper and lower ends of the three mount struts in a forward and aft direction. There should be no free play in forward and aft direction, but mild resistance without play is normal.

C. Inspect Engine Strut Mount Pins as follows:

(1) Inspect spring clip and lock pin for proper seating. Reseat spring clip and lock pin as required.



David P. McConnell

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