

## Thanakom Panyothin

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**From:** Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Wednesday, September 26, 2018 5:40 AM  
**To:** Thanakom Panyothin  
**Cc:** Nattawut Wongyai; Grant Robinson; Daryl Dixon; Anusorn Srichanon; Thomas Jacobson  
**Subject:** S-76D MRB Inboard trim tab repair  
**Importance:** High

Khun San

Following is the CSE approval to repair the trim tabs on MRB S/Ns A378-00336 and A378-00492.

Case Number: C0105310  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761059  
Aircraft Model: S-76D  
Aircraft TT: 2,712  
ATA: 62  
Part Number: 76150-09300-041  
Case Subject: MRB I/B Trim Tabs Disbonded-Request For Continued Ops

### Problem Description:

#### Reference

- 1) Attached JPEG images
- 2) CMM CH 65-15-00

TAS maintainers performing a scheduled maintenance inspection on A/C S/N 761059 noted disbonding of the inboard trim tab segments on Blue MRB S/N A378-00336 and Yellow MRB S/N A378-00492.

P/N 76150-09300-041

Blue	MRB S/N A378-00336	TSN 2711.5
Yellow	MRB S/N A378-00492	TSN 1474.7

All inboard trim tab segments on both blades showed disbonding to some extent.

The outermost segments on each blade were found to be repairable by epoxy resin repair per CMM CH 65-15-00 Repair Procedure No. 2, Para. B (1) (b).

Both innermost trim tab segments were found to have full length disbonds on top and bottom surfaces to a depth of 0.200 inches. The CMM allows disbonding to 50% of the 0.350 inch trim tab bond line, making max allowable disbond 0.175 inches per 65-15-00 Pg 217 Detail B.

TAS have had three replacement blades on order from SCI since early July 2018. As of this date SCI is unable to quote delivery dates for any of the blades.

In order to avoid an extended AOG situation TAS request SA approval to perform an epoxy resin repair on all inboard trim tab segments on MRB S/Ns A378-00336 and -00492 per CMM Repair Procedure No. 2, Para. B. (1) (b).

The subject blades will be inspected daily and will be removed from service if further disbonding develops, or upon receipt of spares from SCI, whichever occurs first. EoM

**Problem Resolution:**

Engineering has stated it is permissible to repair the segment per Repair per 65-15-00, Repair Procedure No. 2, Trim Tab Repair, Part (b) per the CMM, using the epoxy resin procedure. After completing the repair, perform the sealant repair along the edges of the trim tab per Repair Procedure No. 2, Trim Tab Repair Part (b), Step 9 on each of the segments with disbonds.

**David P. McConnell**

Senior Field Service Representative  
Sikorsky, a Lockheed Martin company  
Email [dave.p.mcconnell@lmco.com](mailto:dave.p.mcconnell@lmco.com)  
Smartphone +1 (203) 873-8552 (US)  
Efax +1 (860) 998-8791 (US)  
Cell +66 (0)8 7750-7920 (Thailand)



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