

## Thanakom Panyothin

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Monday, October 1, 2018 6:04 AM  
**To:** Thanakom Panyothin  
**Cc:** Nattawut Wongyai; Grant Robinson; hums; Atiporn Chiwcharoen; Mrazik, Philip  
**Subject:** 761060 Swashplate duplex bearing data scatter

Khun San

Following is the CSE response to my report of erratic HUMS HI values and data scatter seen on the swashplate duplex bearing on HVD.

Sikorsky recommends replacement of the bearing upon receipt of spares. Please continue to monitor the bearing and report any changes in its signature to this office.

The removed bearing will be returned to Sikorsky for engineering evaluation.

Case Number: C0105804  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761060  
Aircraft Model: S-76D  
Aircraft TT: 2,665  
ATA: 62  
Part Number: 76104-78500-041  
Case Subject: Swashplate Duplex Bearing-HI Value Unstable-Data Scatter

### Issue Description:

Reference

- 1) C0091752
- 2) C0092810
- 3) C0098925
- 4) C0100153
- 5) Attached HUMS screen shot.

Reference attached HUMS screen shot.

TAS HUMS department is monitoring high data scatter and gradually rising HI values on the duplex bearing installed on swashplate S/N A1735-00063 on A/C S/N 761060.

The swashplate was regreased 15 SEP 2018 in an effort to reduce the HI value and data scatter.

The rising HI value stabilized for about ten days but has since increased slightly and has become more erratic than before the grease application.

The HI value remains below the 0.5 threshold, although individual data points sometimes exceed it.

Data scatter was not significantly reduced by the regreasing.

This is the third event of a duplex bearing showing unstable HI values and significant data scatter. Reference C0091752 and C0092810 for D59, and C0098925 and C0100153 for D64.

In each of the two prior events the duplex bearing was removed and replaced upon CSE recommendation. The removed parts were returned under SA1600 for engineering evaluation.

Based on the Cases referenced above this office will advise the customer to continue to monitor duplex bearing HI values after each flight and to replace the duplex bearing upon receipt of a spare from SCI, or in

the event of a significant degradation of the current HI signature, whichever occurs first.

Please advise if engineering has other guidance or recommendations regarding disposition of the subject bearing. EoM

This email notification is provided as the case has been reviewed and does not contain technical data in the issue description.

**Problem Resolution:**

The HUMS group reviewed the data on the Swashplate Duplex Bearing and concurs with your recommendations.

**David P. McConnell**

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