

## Grant Robinson

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**From:** McConnell, David P SIK <DMcConnell@SIKORSKY.COM>  
**Sent:** Tuesday, August 09, 2016 6:16 AM  
**To:** Grant Robinson  
**Cc:** Thomas Jacobson  
**Subject:** 920143 Ramp Puncture Repair

**Importance:** High

Grant;

Following is the CSE response to Tom's request for repair procedures for the ramp punctures found on HTF. The referenced DRB will be provided under separate cover.

Customer: Thai Aviation Services Limited  
Aircraft Serial Number: 920143  
Aircraft Model: S-92A  
ARA: 52  
Part Number: 92207-03170-047  
Case Number: C0035921  
Title: Ramp Puncture-Request For Repair

### Issue Description:

A/C S/N 920143 is undergoing a 1500 hour inspection.

Reference attached JPEG images.

Maintainers have discovered two punctures in the cargo ramp upper surface No Step area, R/H/S.

The first puncture is approximately 0.50 inches long and is located 22.25 inches up from the lower line of fasteners, and 10 in inboard from the R/H edge.

The second puncture is approximately 2.25 inches below the first.

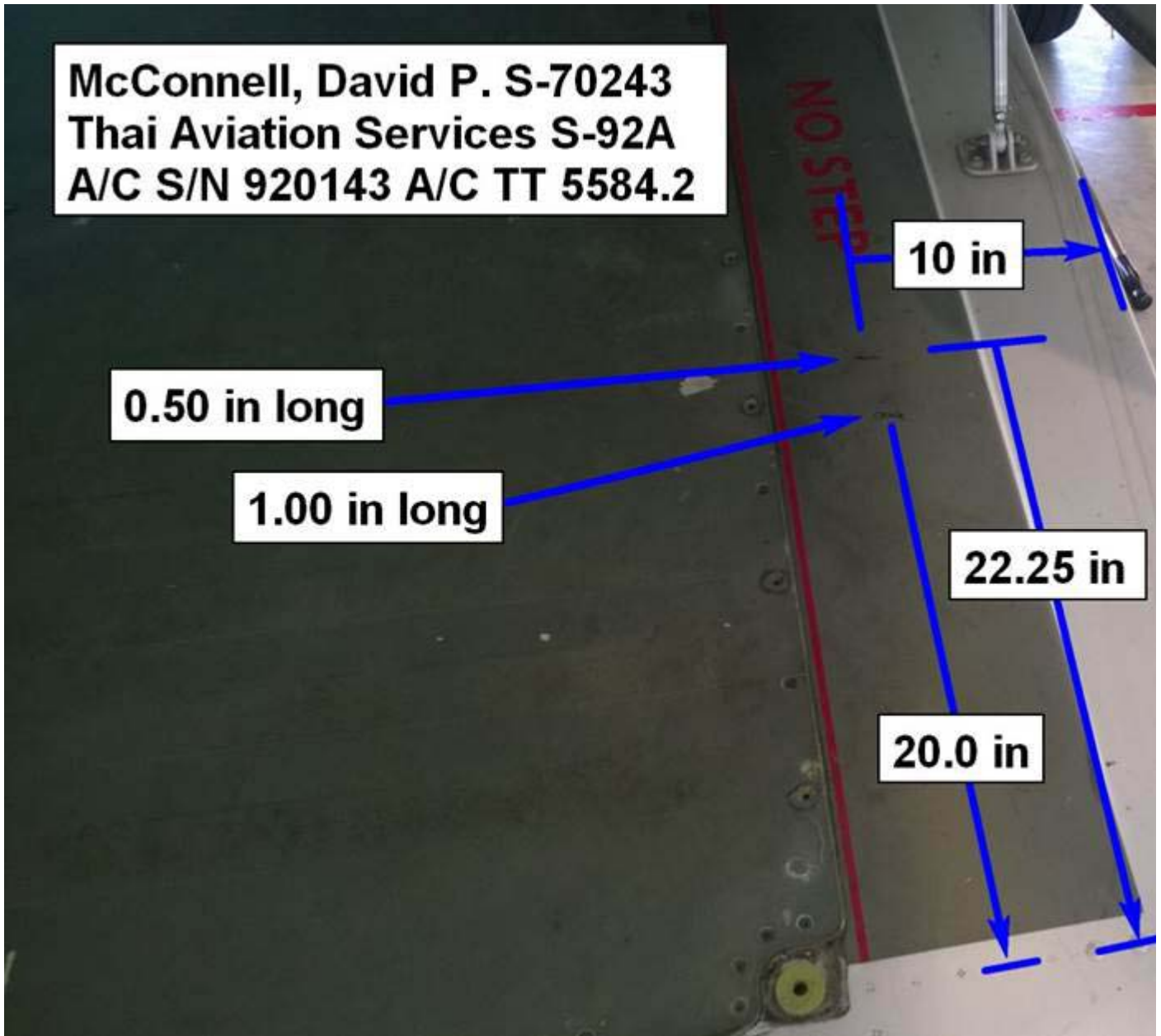
TAS requests a DRB repair scheme on a Stop Work basis for both punctures.

NOTE: If the DRB specifies the use of syntactic foam, TAS requests a deviation to permit the use of EA956 mixed with Cabosil. EoM

### Resolution:

Please see FSR-Thailand (Thailand) DocPak for DRB "2009-SA-92-022.pdf". This will provide repairs to the punctures in the customers cargo ramp. Also per Materials and Processes the use of CABOSIL (AMS 3755) up to approximately 2% by weight to be added to EA956 is acceptable.

**McConnell, David P. S-70243**  
**Thai Aviation Services S-92A**  
**A/C S/N 920143 A/C TT 5584.2**



**David P. McConnell**

Senior Field Service Representative  
Sikorsky, a Lockheed Martin company  
Smartphone +1 (203) 873-8552 (US)  
Efax +1 (860) 998-8791 (US)  
Cell +66 (0)8 7750-7920 (Thailand)

