

## **Grant Robinson**

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Thursday, January 11, 2018 9:21 AM  
**To:** Grant Robinson  
**Cc:** Thomas Jacobson; Mrazik, Philip; Daryl Dixon; Aaron Scally  
**Subject:** S-76D TR Boot Fairing Repair

Grant

Following is CSE's response to my request to locally repair TR boot fairings damaged in excess of CMM limits.

Case Number: C0078633  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761XXX  
Aircraft Model: S-76D  
ATA: 64  
Part Number: 76101-06025-041  
Case Subject: S76D TR Boot Fairing Damage Repair Greater Than CMM Limits

**Problem Description:**

Reference:

- 1) CMM SA 4047-76-5
- 2) Attached JPEG image

TAS reports two recent events of P/N 76101-06025-041 tail rotor boot fairing damage incurred while trying to separate the boot fairing from the Proseal in which it was bedded.

Damage in both cases was virtually identical and resulted in the delamination of a single ply (0.010 inches deep) over an area 1.75 inches by 1.75 inches square.

CMM 65-25-00 T-Rev 65-03 Table 202 Item 9 lists Boot Fairing edge bond separation maximum as 0.125 in. deep maximum.

TAS ordered replacement fairings from SCI TAP and have been advised that the lead time is 321 days.

TAS have a well-equipped and staffed composite shop. They propose to repair both boot fairings by vacuum bagging a single ply fiberglass and EA956 over the damaged area using standard CMM procedures.

In order to avoid a prolonged AOG situation TAS request SA approval to repair the damage as described above using existing CMM procedures. EoM

**Problem Resolution:**

Sikorsky Blades engineering has reviewed the case details and concurs with the proposed repair procedure.

McConnell, David P e338737  
Thai Aviation Services S-76D

1 ply delamination  
1.75 in. x 1.75 in.



TR Boot Fairing

**David P. McConnell**

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