

Grant Robinson

From: Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Tuesday, October 04, 2016 6:47 AM
To: Nakhon Avionics
Cc: Grant Robinson; Hugh Slaney; Daryl Dixon; Nakhon Supervisor Engineer; Russell Squires
Subject: 920146 HUMS Pivot Bearing Alert
Attachments: 920146 Explanation.pdf

Importance: High

Avionics;

Following is the CSE response to my FTR reporting TR pivot bearing alerts on HTH.

Customer: Thai Aviation Services Limited
Aircraft Serial Number: 920146
Aircraft Model: S-92A
ATA: 18
Part Number: 76D92SW-32-0002
Case Number: C0042070
Title: TR Pivot Bearing Disbondment Analysis-Suspect Spurious Alert

Issue Description:

Reference attached SBGA screen shots A/C S/N 920146 HUMS ground station with SGBA software 76D92SW-32-0002 installed.

Reference RDF 78286.S-92A.920146.20160929T2320009,300Z.RDF.

On 29 SEP 16 TAS maintainers noted a TR pivot bearing alert on the Tail Rotor Pivot Bearing Disbondment Analysis tool on A/C S/N 920146.

The Raw data was observed to be well under the Balance Limit threshold at all times, but Ratio Data appeared to describe a sine wave wherein the last data point exceeded the Ratio Service Limit.

A visual inspection was performed on all TR pivot bearings with no anomalies noted and the maintenance date was reset.

On 30 SEP 16 the TR pivot bearing tool alerted again, although the Raw and Ratio data charts showed insufficient data.

A detailed examination of the date/time stamps for the event revealed that the Pivot Bearing Disbondment Trigger was logged four seconds before the A/C power state was logged.

A detailed visual examination of all pivot bearings again revealed no anomalies.

TAS request HUMS group troubleshooting guidance. EoM

Resolution:

Sikorsky engineering has reviewed the HUMS data for aircraft s/n 920146 and finds all health values are within the fleet normal. There is no action required at this time.

HUMS engineering agrees this is a false alarm with the logic that rolls up the tool bar exceedance. Sikorsky understands the issue and is working to address this in the next customer release of the SGBA. Attached is an explanation of the time of power up versus alert.

David P. McConnell

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